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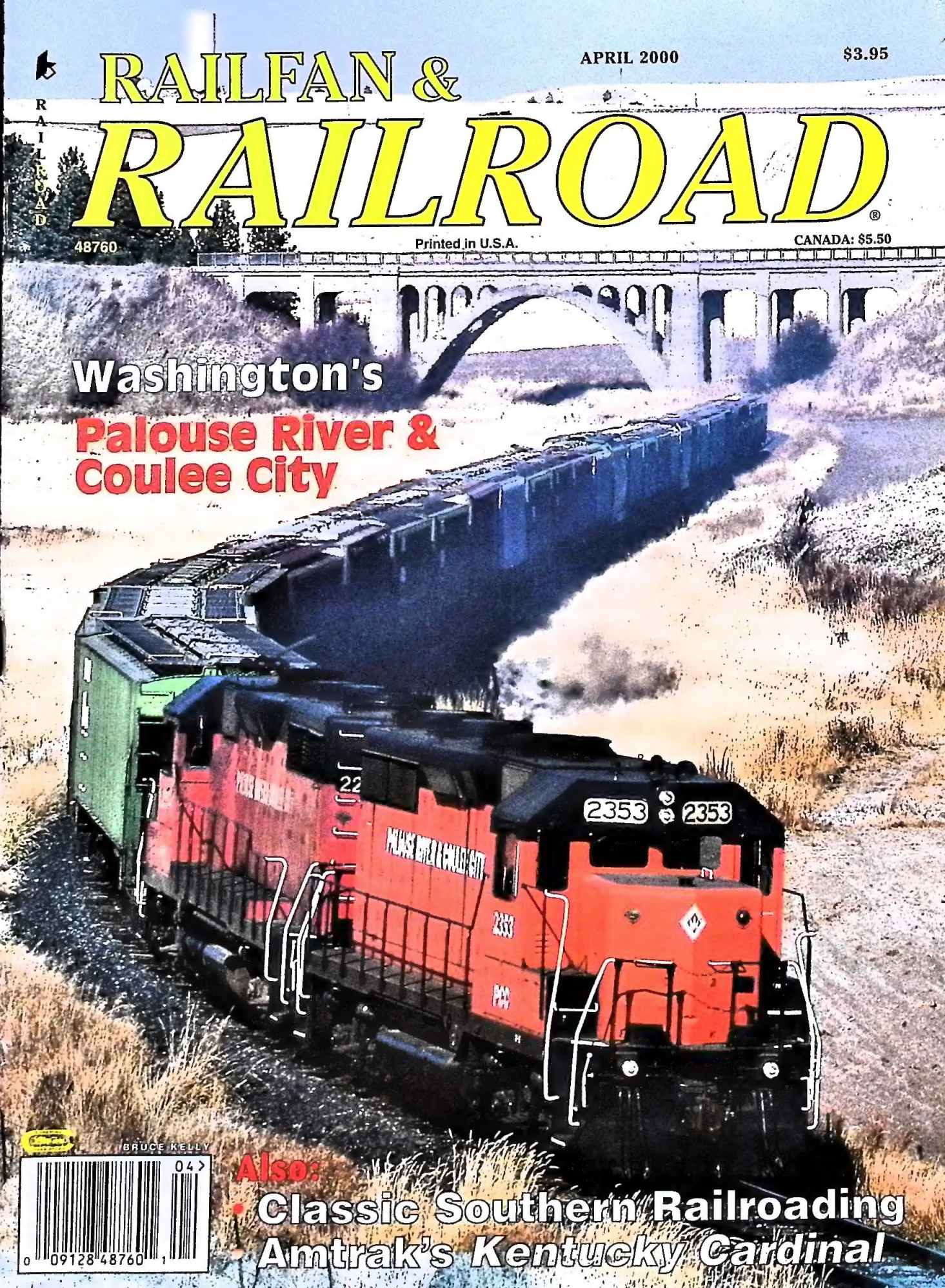

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on the cover

On October 20, 1999, in a shot taken right off the shoulder of U.S. 195 in Rosalia, Washington, a southbound Palouse River & Coulee City train has just passed under the viaduct of the abandoned Milwaukee Road main line. We explore Washington's Inland Empire beginning on page 30. Photograph by Bruce Kelly.

Publisher's Desk

More on Camcorders

WHEN SUPER 8MM MOVIES were introduced, it was not possible to splice older 8mm film to the new S8mm. You had to keep the two formats on separate reels. You did have the option of having two separate projectors, or a projector which could project either 8mm or Super 8. With the advent of home video it was finally possible to copy 8mm, Super 8 and 16mm onto VHS so that all three formats (silent and/or sound) could be spliced together. VHS also made it easy to add still pictures and color slides into the video format.

I recently had the occasion to edit onto a VHS cassette my various Susquehanna footage from various formats. The oldest was pure silent 8mm shot in the 1943-to-1953 period in both black & white and Kodachrome. This included shots of Susquehanna G15 ten wheelers and K1 Pacifics at Granton Junction hauling Susquehanna Stillwell coaches, shots of the single-unit ACF streamliners, and the Budd RDC-1 demonstrator doing its thing on commuter runs. And the Hainesburg freight rumbling through Hackensack with three Alco RS1s on the point.

Next came a Super 8 sound clip of a 1980 inspection trip from Little Ferry to North Bergen, then to Edgewater. The trip continued on to Butler, at that time the end of the line. Walter Rich's Delaware Otsego Corporation has just taken over the Susquehanna. Trackage was in bad shape and trains had trimmed trackside foliage into green tunnels. I chased a fan trip in 1981 which used Lackawanna m.u. trailers, catching the train at Oakland where a coach had derailed. Engines 252 and 240 (the latter still in bicentennial colors) were finally called to pull the cars back and rerail the errant coach. Once rerailed, the train continued on to Butler. Also on Super 8 was the 1982 fan trip with *Auto Train* equipment. It was strange seeing these cars far from their former Lorton-to-Sanford habitat. The *Auto Train* cars were acquired when the original *Auto Train* discontinued operation, and the equipment — still in *Auto Train* paint — was sold off.

By 1985 I had switched to VHS using a big RCA unit, and in 1986 it caught the Susquehanna's reconstruction at Sparta and Newfoundland, and near Jorgenson's restaurant, as the NYS&W took over the former L&HR operation from Sparta Junction to Warwick, New York. The first run of the Susquehanna with Alco yard switcher 206 repainted to the original maroon and light grey, running from Warwick to Sparta Junction, was shot on VHS, followed by some scenes in Honesdale of NYS&W No.100 in 1984 on Super 8. The tape finished up with video of an 86-car eastbound stack train rumbling through Sparta Junction.

You might wonder about the quality of the various media used on this tape. The later VHS footage is sharper than the S8mm largely because the early S8 zoom lenses did not always cut sharply. The black & white Kodachrome held up remarkably well. My video copies of movie film were done commercially, but are not the high-quality used by commercial rail video producers. It is possible to copy your old films yourself using low-cost copying machines, but results are usually poor since synchronizing the projector's film speed with that of your video camera is difficult unless you can regear your projector.

I talked with Dick Menkel of Menkel Sound (P.O. Box 197, Rutherford, NJ 07070-1951), an old timer in both rail audio sound and rail video, who tells me of his experiments with digital video. He's even converted older video to digital and the sample he sent me shows some amazingly sharp footage of Norfolk & Western J-Class steam paced from Oakvale, West Virginia, to Bluefield. Dick's sample also included some recent digital Susquehanna footage. Hey, guys, it's the way to go.

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All pictures are video frames from the respective programs.

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"Super Sunday" Finale for Amtrak's F40s

The Boston electrification will bring many changes to Amtrak's Northeast Corridor, including the end of the F40's reign on the Shore Line. Their swan song added extra significance to the 1999 Thanksgiving Rush.

by Robert A. LaMay

"SUPER SUNDAY" — the Sunday following Thanksgiving is probably similar to the Super Bowl in football. It's Amtrak's single most busy day of the entire year and extra trains are added to the schedule, additional cars are added to existing trains and equipment is often borrowed from commuter carriers. All this is done to cover any space shortages that may occur during this last day of the Thanksgiving holiday period.

The Northeast Corridor between New Haven, Connecticut, and Boston, Massachusetts, is going through a vast transition, with the electrification project nearly complete. Hopefully, by the end of January, Amtrak AEM7 electric locomotives will have started hauling trains between these two cities. The high-speed Acela trainsets

NOVEMBER 28, 1999, Amtrak's busy post-Thanksgiving "Super Sunday," brought out extra trains, borrowed commuter equipment and — for the last time — F40s in force. Next year's rush on the New England end of the Corridor will be handled by AEM7s and Acela Express trains. At Leetes Island, Connecticut, Nos.258 and 411 (a former GO Transit unit) lead train No.163 with borrowed ConnDOT Shore Line East equipment in the form of de-motored SPV's (opposite top)**. No.300 is in charge of Holiday Extra train No.2173 as it negotiates the crossover at Branford, Connecticut, the new catenary that will end the F40's reign on the line much in evidence** (opposite bottom)**. A pair of Amtrak F40s prepare to "ride off into the sunset" toward New Haven after a pause at Old Saybrook with train No.175** (left)**. The holiday-swelled consist of train No.171 requires the muscle of two F40s as it passes the Shore Line East station in Guilford** (above)**. Boston-bound train No.170 hustles through Pine Orchard, Connecticut, behind a pair of F40s, Nos.241 and 414, another former GO Transit unit** (below)**.**

PHOTOS BY AUTHOR EXCEPT AS NOTED

will probably see service sometime during the first quarter of 2000.

So, what made this year's Super Sunday more interesting than normal was the fact that this would probably be the last time we would have the chance to photograph Amtrak's F40PH locomotives operating on the Corridor "en masse," and with longer trains. Amtrak's F40PH fleet, which totaled 209 units (received in groups from 1976 through to 1988, with another six added in 1990 when Amtrak purchased GO Transit units built by GMD in 1978), is now dwindling, with the Boston end of the corridor being one of the last places to see the boxy units show their stuff.

With the electrification nearly complete and new diesels in place throughout the system (mostly the General Electric-built P40s and P42s), the hard-working F40 fleet is turning over the reins. As of this writing, 59 remain in Amtrak service. Once the electric service starts there'll be many more surplus units looking for homes.

(Unit-by-unit roster next page.)

Tracking the Amtrak F40s

Status of the Fleet as of December 1999

200 to Cab-Baggage 90200
201 scrapped
202 retired
203 NEC
204-205 scrapped
206-207 NEC
208 to Cab-Baggage 90208
209 scrapped
210 NEC
211 stored
212 scrapped
213-214 stored
215 to Cab-Baggage 90215
216 NEC
217 Intercity
218-219 to Cab-Baggage 90218-90219
220 stored
221-222 to Cab-Baggage 90221-90222
223 leased (AMT)
224-225 to Cab-Baggage 90224-90225
226 NEC
227 NEC (work service)
228 NEC
229-230 to Cab-Baggage 90229-90230
231 California
232-235 stored
236 retired
237 stored
238 Intercity
239 stored
240 scrapped
241 NEC
242 stored
243-244 NEC
245 NEC (work service)
246 scrapped
247 NEC
248 scrapped
249-250 stored
251-253 to Cab-Baggage 90251-90253
254 leased (CDAC)
255 retired
256 stored
257 scrapped
258 NEC
259 Intercity
260 NEC
261 stored
262 retired
263 leased (AMT)
264 stored
265 NEC
266 leased (CDAC)
267 stored
268 NEC
269 leased (CDAC)
270 Intercity
271 NEC
272 retired
273-274 NEC
275 Intercity
276-277 stored
278 NEC
279 scrapped
280 NEC
281 Intercity
282-285 stored
286 NEC (work service)
287-288 NEC
289-290 stored
291 NEC
292 retired
293 leased (Caltrain)
294 Intercity
295-296 stored
297 leased (Caltrain)
298-299 stored
300-301 NEC
302 Intercity
303 scrapped
304 stored
305 NEC
306 scrapped
307 stored
308 Intercity
309 stored
310 NEC (work service)
311 stored
312 retired
313 Intercity
314 leased (CDAC)
315-316 NEC
317-318 stored
319 leased (AMT)
320 stored
321 scrapped
322 Intercity
323 NEC
324 Intercity

TWO PHOTOS: GEORGE FLETCHER

***AS ROWS OF STORED F40S** await their fate at Beech Grove, Indiana, on September 27, 1998 (**above**), F40 No.218 has found a new life as Cab-Baggage unit No.90218, seen on the Lake Cities in Battle Creek, Michigan, on June 25, 1999 (**below**).*

325 scrapped
326-327 stored
328 Intercity
329-330 stored
331 scrapped
332 leased (Denver Ski Train)
333 stored
334 leased (Denver Ski Train)
335-336 stored
337 scrapped
338-339 stored
340 California on *AOE*
341-344 stored
345 leased (CDAC)
346-347 stored
348 leased (CDAC 452)
349 stored
350 Intercity
351-352 stored
353 California
354-356 Intercity
357 retired
358 Intercity
359 stored
360 leased (CDAC)
361 scrapped
362 leased (CDAC)
363 sold (Tri-Rai 810)
364-365 leased (CDAC)
366 retired
367 leased (CDAC)
368 to Cab-Baggage 90368
369 California
370 leased (NJ Transit)
371 scrapped
372 leased (Coaster)
373 stored
374 Intercity
375 stored
376 leased (CDAC)
377 wreck 12/98
378 leased (CDAC)
379 sold (Tri-Rail 811)
380 leased (CDAC)
381 stored
382 leased (NJ Transit)
383 stored
384-386 leased (CDAC)
387 leased (Caltrain)
388 stored
389 leased (Caltrain)
390 leased (CSX 9992)
391 NEC
392-393 stored
394 NEC
395 leased (CSX 9993)
396 stored
397 leased (CDAC)
398-399 stored
400 NEC
401 stored
402 Intercity
403 leased (Denver Ski Train)
404-406 stored
407-408 Intercity
409-410 stored
411 NEC
412 stored
413-414 NEC
415 stored

Notes:
AMT: *leased to* Agence Metropolitaine de Transport *for Montreal commuter service*
AOE: American Orient Express *service*
Cab-Baggage: *converted to Non-Powered Control Unit with baggage storage*
California: *assigned to Amtrak California service*
CDAC: *leased to Canadian American Railroad for freight service*
CSX: *leased to CSX for business train service*
Intercity: *assigned to Amtrak Intercity service*
NEC: *assigned to Amtrak Northeast Corridor service*

Roster information provided by Ken Ardinger.

Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

STOCKTON, CALIFORNIA, March 11. Winterail 2000 Railroad Photography Exposition & Railroadiana Sale at the Scottish Rite Masonic Center. Scheduled multimedia presenters include Mark Acuna and Fred James, Glenn Beier, Peter Erlich, Clark Frazier, Dudley Westlake, Ed Formbet Hadley, Ken Meeker, Chip Sherman and Fred Weisshaha. Tickets $20 from Vic Neves - Winterail 2000, P.O. Box 23721, Oakland, CA 94623-0721. Make checks payable to Vic Neves - Winterail 2000 and include a SASE.

SOLD OUT

PHILADELPHIA, PENNSYLVANIA, March 12. Farewell to the Yellowbirds excursion using SEPTA's St. Louis-built Airport "Yellowbird" cars, which will be repainted in 2000. For trip flyer send a SASE to Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum. The museum's regular admission will be charged unless noted. Contact the Friends for full details.

- **March 12,** Charter Day. View 100 locomotives and rail cars built or operated in Pennsylvania;. free admission.
- **March 31,** Railroad Museum 25th Birthday celebration; special admission charge.
- **June 3-4,** Pennsylvania Railroad Days. Noted rail artists and authors on hand, special lectures, demonstrations and tours.
- **June 30-July 2,** Reading Railroad Days. Special tours, model railroad, oral histories.
- **August 17-20,** Railroad Circus Days. Displays by Circus Model Builders International.
- **October 28,** Halloween Haunting. The railroad museum is transformed into a creepy cavern.

BOSTON, MASSACHUSETTS, March 18. Sugartime Special chartered Amtrak train to White River Junction, Vt., via CSX and New England Central. Optional chicken pie feast. For more information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

INDIAN HEAD, MARYLAND, March 18. Charter excursion over the Indian Head Central Railway sponsored by the Chesapeake Railway Association to White Plains, Md., behind two ex-MBTA F10 diesels. Ride in a former Long Island parlor car, numerous photo runbys. Tickets $40 (optional box lunch $8) from Chesapeake Railway Association, P.O. Box 397, Gaithersburg, MD 20884-0397. Information phone 301/990-1117.

WEST CHESTER, PENNSYLVANIA, March 19. First passenger train since 1987 over the entire West Chester Branch to 30th Street Station via West Chester Railroad and SEPTA using two SEPTA diesels. Photo stop en route, night photo session with R&R's Steve Barry following the trip. Fare $40 from WCRR, P.O. Box 385, Yorklyn, DE 19736; information phone 610/430-2233.

BOSTON, MASSACHUSETTS, April 7-9. Cherry Blossom Special to Washington, D.C., from South Station, Back Bay, Route 128 and Providence via Amtrak's *Twilight Shoreliner.* Complete package with lodging, meals, transportation to view cherry blossoms, monuments and more. Fares start at $300 double occupancy coach class. For more information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

WASHINGTON, D.C., April 8-14. Civil War tour through the South on the *American Orient Express.* Stops include Charleston, S.C., Savannah, Ga., and New Orleans with motorcoach tours to battlefields and plantations. Noted historian Phillip D. Shriver, Ph.D., will make many presentations. For complete details call *AOE* at 888/759-3944; e-mail *sales@americanorientexpress.com; www.americanorientexpress.com.*

BOSTON, MASSACHUSETTS, April 14-23. Arizona Adventure departing Boston-Worcester-Springfield via Amtrak's *Lake Shore Limited* connecting with the *Southwest Chief.* Grand Canyon tour included, all-inclusive fares start at $1100 coach class. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

TRAINS UNLIMITED, TOURS, (P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*) is sponsoring the following events. Call or write for a complete catalog.

- **April 15,** San Diego & Arizona Eastern Railfan Day *(see separate listing).*
- **April 29,** Sacramento River & Rail Steam Spectacular *(see separate listing).*
- **May 13,** Yolo Shortline Railfan Day with ex-SP 0-6-0 on photo freight *(see separate listing).*
- **May 27-29,** Cariboo Steam Special from North Vancouver to Kelly Lake, British Columbia, with ex-CPR 2-8-0 3716 *(see separate listing).*

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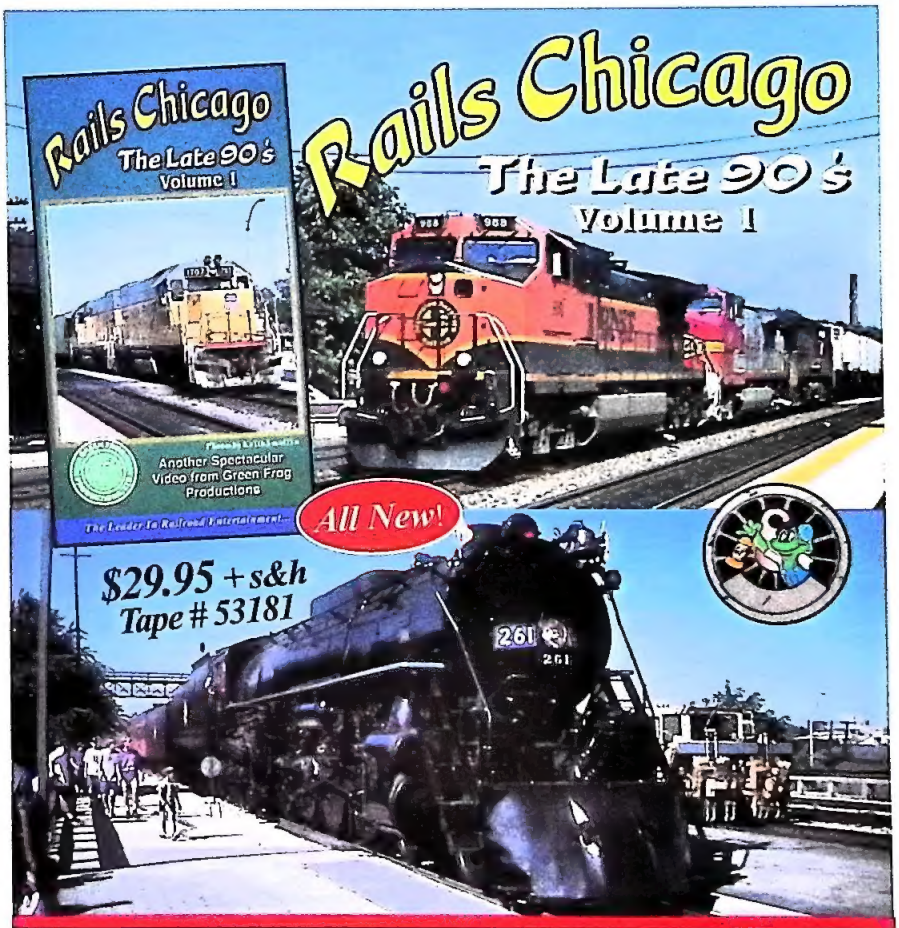

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WE BUY COLLECTIONS

June 10-11, Rio Grande Spectacular photo freight on the Cumbres & Toltec Scenic *(see separate listing).*
September 15-17, White Pass & Yukon Steam Spectacular with three charter trains all steam powered.
September 30-October 1, Wisconsin Fall Colors Rail Cruise using Wisconsin & Southern E-units on VIP train.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *ptm@pa-trolley.org; www.pa-trolley.org*) will hold the following special events. Admission (unless otherwise noted) is $6 adults, $5 seniors 65 or over, $3.50 kids 2-15, under 2 free. Contact the museum for complete details.
April 15 and 22, Easter Bunny Trolley (kids $4).
May 27-29, Washington County Rib & Wing Fest; ride the trolley to the cookout
June 24-25, celebrate the 1950s with vintage cars, music and more
June 29-30, Trolleys and trains, toy and real trains of all sizes.
August 12-19, Washington County Fair; take the trolley to the fair.
October 14-15 and 21-22, Pumplin Patch Trolley; ride orange trolleys and get a pumpkin (kids $4)
October 21-22 and 28-29, Pennsylvania Arts & Crafts Christmas Festival; ride the trolleys to the festival.

WHIPPANY, NEW JERSEY, April 15, 16 and 22. Easter Bunny Express train rides will operate at the Whippany Railway Museum departing hourly at the bottom of the hour 12:30pm-4:30pm. Fare $7 adults, $4 kids under 12, babes-in-arms free. Reservations strongly recommended from the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. For more information call 973/887-8177 or visit *www.WhippanyRailwayMuseum.org.*

SAN DIEGO, CALIFORNIA, April 15. San Diego & Arizona Eastern Railfan Day using an ex-SP Black Widow GP9 and 4-6-0 on several different consists including a photo freight. Fare $163 coach, $283 first class. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

NEWINGTON (LORTON), VIRGINIA, April 28-30. The 6th Annual Conference of the Amtrak Historical Society highlighting the people,operations and trains along Amtrak's eastern seaboard, including *Auto Train* and the Virginia Railway Express. Activities include a trip to view Amtrak operations at Alexandria, Va., a tour of *Auto Train* facilities, a banquet and other presentations. Cost for the weekend is $80 for AHS members and $100 for non-members (includes $15 AHS membership). To receive a conference information packet and registration form contact the Amtrak Historical Society, Inc., 1579 North Milwaukee Avenue, Suite 350, Chicago, IL 60622-2009; 773/645-9428; *Railpax@aol.com; www.trainweb.com/ahs.*

WOODLAND, CALIFORNIA, April 29. Sacramento River & Rail Steam Spectacular using an ex-SP 0-6-0 on the Yolo Short Line. Trip connects with a charter steamboat cruise. Fare $94 adults, $64 kids 4-14. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

MONTICELLO, ILLINOIS, April 29-30. Monticello Railway Museum Photographers' Trains will operate each day with Wabash F7A 1189 on a freight and Canadian National FPA4 6789 on a passenger train. One train will face north, the other south with the consists turned Saturday night to provide different photo oportunities on Sunday. Saturday night photo session with R&R's Steve Barry. Tickets $35 per day or $60 for the weekend. For tickets or information contact the Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 217/762-9011.

T-RAIL TOURS (803 Kanuga Drive, West Palm Beach, FL 33407; 561/TEL-TRAK) is sponsoring a 25,000-mile trip across the U.S. and Canada **April 29-May 28.** Trip covers two dozen named trains, several trolley, subway and elevated lines, cable cars and more. Spend 23 nights in sleepers, six in hotels. Busy main line train watching in Florida, Illinois, Indiana, Arizona, California, Canada and more. Fare $3987 includes all rail fares, accomodations, breakfasts, dinners, many extras. Contact T-Rail Tours for more information.

WOODLAND, CALIFORNIA, May 13. Yolo Shortline Railfan Day featuring SP 0-6-0 1233 in SP lettering on a freight train and YSL's GP9 on a passenger train. Many photo runbys featuring both trains covering 58 branch line miles, fare $153. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

ORRVILLE RAILROAD HERITAGE SOCIETY (P.O. Box 11, Orrville, OH 44667; 330/683-2426) will hold the following special events. Contact the society for more information.
May 13, excursion via Wheeling & Lake Erie to Pittsburgh *(see separate listing).*
June 10-11, Depot Days at the Orrville depot (see separate listing).
August 5-6, overnight excursion to Pittsburgh.
August 26, rail excursion to the Lorain County Fairgrounds from Canton and Orrville.
September 23-24, *proposed* Superliner excursion from Akron, Ohio, to Pittsburgh.
October 14, Medina Loop fall foliage excursion from Orrville to Medina, Ohio.

ORRVILLE, OHIO, May 13. All-day excursion to Pittsburgh and return sponsored by the Orrville Railroad Heritage Society. Trip will operate via the Wheeling & Lake Erie to Rook Yard in Pittsburgh with a bus connection to Station Square. Coach fare $75. For tickets or information contact the Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

AMES, IOWA, May 19-21. Chicago & North Western Historical Society annual convention at the Best Western Starlite Village. Registration $68 before April 15, $78 after. Information from Jim Phinney, Registrar, 119 32nd Street NW, Cedar Rapids, IA 52405; *www.cnwhs.org.*

NORTH VANCOUVER, BRITISH COLUMBIA, May 27-29. Three-day steam trip to Kelly Lake behind BCR 2-8-0 3716. Photo runbys each day. Fares start at $465. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

SPENCER, NORTH CAROLINA, June 3-4. North Carolina Transportation Museum's annual Rail Days, "Railroading Through the Ages," with two operating steam locomotives, special displays, railroadiana and model train show, telegraph demonstration, family activites and more. For more information contact the North Carolina Transportation Museum Foundation, P.O. Box 44, Spencer, NC 28159; 877-NCTMFUN; *nctrans.org.*

ORRVILLE, OHIO, June 10. Depot Days sponsored by the Orrville Railroad Heritage Society at the ex-Pennsylvania Railroad Union depot. Railroad memorabilia displays, train rides behind the society's F7 diesel, tours of a modern diesel and a signal tower, Operation Lifesaver, more. For more information contact the Orrville Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

CHAMA, NEW MEXICO, June 10-11. Two-day Rio Grande Spectacular on the Cumbres & Toltec Scenic using both K36 and K37 class D&RGW 2-8-2s. Various freight cars on head-end of train, entire train lettered Rio Grande. Numerous photo stops each day. Fare $333 includes two lunches and overnight lodging in Antonito, Colo. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

HENRY FORD MUSEUM & GREENFIELD VILLAGE (20900 Oakwood Boulevard, Dearborn, MI 48124; 313/271-1620) will hold the following railroad-oriented special events in 2000 at Greenfield Village. The village is open 9am-5pm daily; admission to Greenfield Village is $15 adults, $14 seniors 62 and over, $9 kids 5-12, under 5 free.
June 17-August 20, Summer Festival celebrating railroads includes the opening of the recreated Detroit, Toledo & Milwaukee roundhouse, railroad related programs and actvites, hobo lunch served in the Taste of History Restaurant.
September 23-24, Railroad Days will allow visitors to experience the lives of those working and traveling on the railroad.

FORT ERIE, ONTARIO, June 18. Father's Day open house at the Fort Erie Railroad Museum. Free admission. For more information phone 905/871-1412.

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.
Mexico, March 18-26. Private charter from Puebla to Nogales with side trip to Manzanillo and Los Mochis.
Peru, July 23-August 5. Steam, diesel and railcars on 12 charter trains.
Argentina, October 14-21. Baldwin and Henschel 2-8-2s on four charter trains including double-headed photo freight.
Mexico, November 11-19. Copper Canyon train from Nogales.

SWITZERLAND BY TRAIN — A GRAND TOUR will be sponsored by the B&O Railroad Museum from **July 21-30.** Trip includes trains (steam, diesel and electric), motorcoach and lake boats. Fare is $4235 per person. For complete details contact Travel Plans International at 800/323-7600 or the B&O Railroad Museum at 410/752-5389.

T-RAIL TOURS (803 Kanuga Drive, West Palm Beach, FL 33407; 561/TEL-TRAK) is sponsoring The Trains of Europe, **September 2-24.** Trip covers ten nations, 70 trains, rail ferries, Rhine voyage. Most nights spent in first class compartments, with some hotels. Fare $2987 includes all transportation (except air fare to Europe), admissions, banquets, 975-page book "The Trains We Rode" and more. Deduct 10% from tour fee for each person you bring with you; non-refundable down payment of 10% required one month before departure. Contact T-Rail Tours for more information.

RAILROADIANA MEETS

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*
March 4-5, Syracuse, N.Y., Onondaga County Convention Center.
March 4-5, Kansas City, Mo., American Royal Complex.
March 4-5, San Diego, Cal., Concourse.
March 11-12, Harrington, Del., Delaware State Fairgrounds.
March 11-12, Fort Myers, Fla., Harborside Convention Center.
March 12, Wheaton, Ill., DuPage County Fairgrounds.
March 18-19, Niles, Ohio, Eastwood Expo Center.
March 19, San Francisco, Cal., Solano County Fairgrounds.
March 25-26, San Antonio, Texas, Airport Convention Center.
April 1-2, Manchester, N.H., Center of New Hampshire.
April 2, Sacramento, Cal., Placer County Fairgrounds.
April 8-9, Danbury, Conn., Western Connecticut State University.

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April 9, Wheaton, Ill., DuPage County Fairgrounds.
April 15-16, Knoxville, Tenn., Convention & Exhibit.
April 29-30, Little Rock, Ark., State Fairgrounds.
May 6-7, Las Vegas, Nev., Cashman Center.
May 7, San Francisco, Cal., Marin Civic Center.
May 7, Wheaton, Ill., DuPage County Fairgrounds.
May 20-21, Tucson, Ariz., Pima County Fairgrounds.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
March 4-5, Pennsauken, N.J., South Jersey Expo Center.
March 11-12, Edison, N.J., New Jersey Convention Center.
March 18-19, Timonium, Md., Maryland State Fairgrounds.
March 25-26, Hackensack, N.J., Farleigh Dickinson University.
April 1-2, Wilmington, Mass., Shriners Auditorium.

CHESHIRE, CONNECTICUT, March 5. Cheshire High School Band Train Show at Cheshire High School, Route 10, 10am-5pm. Admission $3, kids under 10 free. Information: Tom Kotulski, 54 Old Lane Road, Wallingford, CT 06492; 203/265-7527.

WARREN, MICHIGAN, March 5. Train Show & Sale sponsored by Gratiot Valley Railroad Club at the Macomb Sports & Expo Center, Macomb Community College, 10am-3pm. Admission $4.50, kids 12 and under free. Information: Doug Kass, 281 North Avenue, Mount Clemens, MI 48043; 810/468-4877; *www.michvhf.com/~gvrr.*

CLARK, NEW JERSEY, March 5. Train Show sponsored by Jersey Central Railway Historical Society at Mother Seton Regional High School, Garden State Parkway exit 135, 9am-3:30pm. Admission $4, family maximum $8. Information: Mitch Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904; 908/233-3603.

HARRISBURG, PENNSYLVANIA, March 5. 14th Annual Harrisburg Railroadiana & Model Train Show at the Zembo Temple, 3rd & Division Streets, 9am-3pm. Admission $4, kids 12 and under free. Information: Jim Robinson, 620 South 20th Street, Harrisburg, PA 17104; 717/232-3545.

RALEIGH, NORTH CAROLINA, March 11-12. North Carolina Railroadiana & Model Train Show at the North Carolina State Fair, Governor W. Kerr Scott Building, Saturday 9am-5pm, Sunday 10am-3pm. Admission $5 for two-day pass, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

FAIRFIELD, CONNECTICUT, March 12. Station Stop 2000 Train & Railroad Hobby Show sponsored by the Housatonic Model Railway Club at Ludlowe Middle School, 785 Unquowa Road, 10am-4pm. Donation $4, kids $2. Information: Housatonic Model Railway Club Show, P.O. Box 234, Fairfield, CT 06430; 203/255-3795 (Friday evenings).

DEARBORN HEIGHTS, MICHIGAN, March 12. 10th Annual Michigan Railroad Memorabilia Show & Sale sponsored by St. Albert's Usher's Club & Bluewater Michigan Chapter NRHS at St. Albert's School, Annapolis at Telegraph Road, 12:30pm-4pm. Admission $2, family $5. Information: Ray Nikolai, 4954 Roosevelt, Dearborn Heights, MI 48125; 313/277-2419.

WOOSTER, OHIO, March 12. Spring Wooster Train & Toy Show sponsord by CJ Trains at Black Tie Affair Party & Conference Center, 50 Riffel Road, 10am-4pm. Admission $3, kids 12 and under free. Information: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 330/262-7488 (after 6pm).

ST. LOUIS, MISSOURI, March 18. Railroad Swap Meet sponsored by Boeing Employees' Railroad Club at Greensfelder Recreation Complex, Queeny Park, 550 Weidman Road, 11am-3pm. Admission $2, kids under 12 free. Information: Wayne Schimmel, 733 Hwy. Y, Winfield, MO 63389-2206; 314/668-6313 (after 6:30pm CT); *wtehrse@concentric.net.*

BURNABY, BRITISH COLUMBIA, March 19. 18th Annual Western Rails Model Railroad & Railroadiana Show, 9am-4pm. Admission $2, family $5. Information: Paul Roy, 3478 Winlake Crescent, Burnaby, B.C., V5A 2G5; 604/420-1292; *proy@rogers.wave.ca.*

PULLMAN, WASHINGTON, March 19. Palouse Empire Railroad Show & Swap sponsored by Palouse Empire Rail Society at Beasley Performing Arts Coliseum, Washington State University campus, 10am-4pm. Admission $2 adults. Information: Noel Randall, 805 Panorama, Moscow, ID 83843; 208/882-3773.

HAGERSTOWN, MARYLAND, March 25. 4th Annual Cumberland Valley Railroadiana & Model Railroad Show sponsored by Roundhouse Relics at the Plaza Hotel, 1718 Under Pass Way, 9am-3pm. Admission $3, kids under 13 free. Information: Chris Marotte, P.O. Box 643, Chambersburg, PA 17201-0643; 717/267-3152.

HARTLY, DELAWARE, March 25. Spring Model Train & Toy Show sponsored by the Hartly Volunteer Fire Company at the Hartly Volunteer Fire Company, 9am-3pm. Admission $3, spouse $2, kids under 12 free with parent. Information: J. Allen Metheny, Sr., Train Show Co-Chairman, Hartly Volunteer Fire Company, P.O. Box 28, Hartly, DE 19953; 302/492-3755.

TOPSFIELD, MASSACHUSETTS, March 26. Tracks & Trains VIII at Masconomet Regional High School, 10am-4pm. Admission $4, kids under 12 free with adult, family maximum $10. Information: Doug Peck, 6 Storeybrooke Drive, Newburyport, MA 01950; 978/465-8798; *portlines@aol.com.*

KINGSTON, NEW YORK, March 26. 17th Annual Kingston Train & Hobby Expo sponsored by the Kingston Model Railroad Club at New York State Armory, North Manor Avenue, 10am-4pm. Admission $3, kids under 12 $1. Information: Tom Scrivani, Club Publicity Chairman, 206 Shady Drive/Station Road, Hurley, NY 12443; 914/331-4218.

GLEN ELLYN, ILLINOIS, April 2. Chicagoland Railroad Collectibles Show at the College of DuPage Athletic Building, 10am-3pm. Admission $3. Information: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631; 773/775-5623

NEWTON (RIVERSIDE), MASSACHUSETTS, April 7-8. Boston Chapter NRHS Boston Trolley Meet at the Holiday Inn, 399 Grove Street, Friday 7pm-10pm, Saturday 9am-4.30pm. Admission $9 for both days. Information: George Tumbull, Registrar, Boston Chapter NRHS, P.O. Box 66202, Auburndale, MA 02466-0002; 978/663-6239 (7pm-9:30pm).

PINE BLUFF, ARKANSAS, April 8. Railroadiana & Train Show sponsored by the Cotton Belt Rail Historical Society at the Arkansas Railroad Museum, Highway 65 & Port Road, 9am-4pm. Admission $2, kids under 12 $1. Information: Gerald Cooper, P.O. Box 413, Whitehouse, TX 75791; 903/839-2501.

BATAVIA, NEW YORK, April 9. Genesee Society of Model Engineers Great Batavia Train Show at Batavia Downs Race Track, 8315 Park Road, 9:30am-3:30pm. Admission $4, students $1, kids under 13 free. Information: Mike Pyszczek, P.O. Box 75, Oakfield, NY 14125; 716/768-4579.

SUSQUEHANNA, PENNSYLVANIA, April 9. Susquehanna Train & Toy Show sponsored by the Susquehanna Fire Department at the Starrucca House, Iron Horse Train Station, Erie Boulevard, 9am-3pm. Admission $3, seniors $2, kids under 12 free. Information: Bob Burns at 570/853-4710.

COLUMBUS, OHIO, April 15. Buckeye Railroadiana & Model Train Show at the Ohio Expo Center, Lausche Building, 9am-4pm. Admission $5, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

NEW BRAUNFELS, TEXAS, April 15. Annual New Braunfels Railroad Jamboree sponsored by the New Braunfels Historic Railroad & Modelers Society and the Bluebonnet Chapter NRHS at the New Braunfels Civic Center, 380 South Seguin Avenue, 9am-5pm. Admission $5, kids $1. Information: Kermit R. Baese, 1285 Common Street, New Braunfels, TX 78130; 830/625-2656.

PEORIA, ILLINOIS, April 16. Peoria Train Fair sponsored by the Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

BUCYRUS, OHIO, April 16. Model Train Show & Swap meet sponsored by the Bucyrus Model Railroad Association at the Bucyrus High School, 900 West Perry Street, 10am-4pm. Admission $2, kids 12 and under free. Information: Bucyrus Model Railroad Association, David E. Moore, President, 1010 Bucyrus Road, Galion, OH 44833; 419/462-5035.

LIVINGSTON, MONTANA, April 29. Livingston Railroad Swap Meet at the Livingston Depot Center, 200 West Park Street, 10am-4pm. Admission $1, kids under 10 free. Information: Livingston Depot Center, P.O. Box 1319, Livingston, MT 59047; 406/222-2300.

BATH, MAINE, April 29. Train Show presented by the Downeast Railroad Club at the Bath Middle School, 10am-4pm. Admission $3, kids under 12 free, family $8. Information: Ron Golek at 207/443-6869 (evenings).

HELENA, MONTANA, April 30. 20th Annual Helena Railroad Fair at the Helena Civic Center, 9:30am-4pm. Admission $2, kids under 12 free. Information: Helena Railroad Fair, P.O. Box 4914, Helena, MT 59604; 406/443-1578; *rrfair@mt.net.*

ST. PAUL, MINNESOTA, May 6. Railroad & Hobby Sale sponsored by the Twin City Model Railroad Museum, Inc., at the Minnesota State Fairgrounds, Education Building, 9am-3pm. Admission $4, kids under 12 free, family $7. Information: TCMRM, Box 26 Bandana Square, 1021 Bandana Boulevard East, St. Paul, MN 55108; 651/647-9628.

WINSLOW, NEW JERSEY, May 7. Great Winslow Junction Train & Railroadiana Meet at the Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 (until 9pm).

BOOTH'S CORNER, PENNSYLVANIA, May 7. Bethel Township Fire Company Train Show. Admission $3, kids under 2 free with adult. Information: Reece J. Thomas, c/o Bethel Township Fire Company, 3737 Foulk Road, Boothwyn, PA 19061; 610/494-0899 ext. 8; *members.xoom.com/bthc.*

STROUDSBURG, PENNSYLVANIA, May 21. Great Stroudsburg Train Show sponsored by Pocono Mountains Chapter NRHS at the Stroudsburg High School, 1100 West Main Street (I-80 exit 48), 9am-3pm. Admission $3.50, kids free with adult. Information: John A. Lutz, Train Show Chairman, 39 Kinney Avenue, Mount Pocono, PA 18344; 570/894-3338.

GOLDEN, COLORADO, July 16. 23rd Annual Mile High Railfair sponsored by the Intermountain Chapter NRHS at the Jefferson County Fairgrounds, 9am-5pm. Admission $4, kids under 12 $1. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

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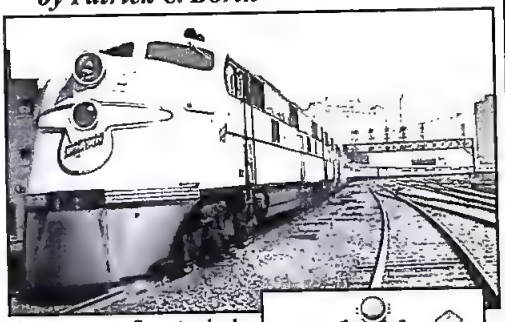

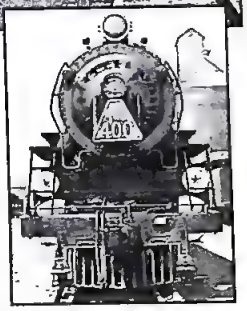

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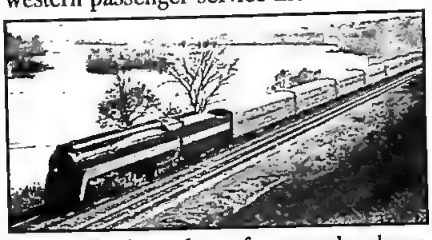

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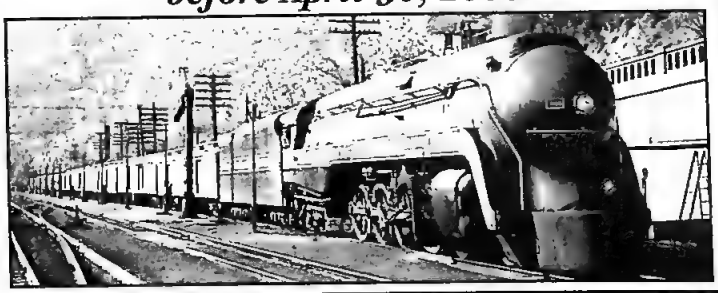

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Letters from readers

Fine photography in the December R&R

Wow! You guys really picked a winner this time for the Cover One Contest (December 1999 RAILFAN & RAILROAD) — the cover by Bruce Burton is, by my standards anyway, the second best cover you've ever run (right behind my all time favorite, which was the shot of Nickel Plate No.765 crossing the New River at Hawks Nest, West Virginia, on the March '94 R&R). I shot that same engine, AC4400 No.314, coming around the west leg of the wye off of the Coal River sub at St. Albans, West Virginia, just about two weeks ago, but it wasn't snowing. And if you knew how much I hate snow, you'd have a greater appreciation of my laudatory comments about this photo!

And allow me also to heap praise on Jay Potter's great black & white photo story of nighttime in Grafton, West Virginia. Despite color's overblown interest in today's photography, Jay's piece simply accentuates my personal feeling that there's just no substitute for good black & white photography. Long after all those 'chromes that people insist on exposing have begun to fade, those b&w negs will look as good as the day they came out of the darkroom.

Those night shots at Grafton make another point that anyone — everyone — who goes out after dark to commit the railroad to film should take a good long look at. There wasn't a single flash used in any of them — it's all available light, proving that it's not necessary to fire off 8347 flash bulbs or whatever is used today to make a "night photo" that looks like it was made in broad daylight. Study Jay's photos and observe the line, shape and form possible with true night photos, where the mystique of the dark is allowed to weave its magic.

I checked with Jay to be certain that he didn't use any flash just before writing this letter and his comment was, "Come on John, you know me better than that!"

So again, a very good issue. Keep up the good work.

J.J. YOUNG, JR.
CHARLESTON, WEST VIRGINIA

Grafton at night

Your last cover-date issue of the millennium prompts my first letter to R&R in the 1990s. But, it's not for what might be the most likely reason: I'll leave critiques of the latest cosmetic manipulations to other readers. Instead, I'm writing to commend Jay Potter for his beautifully executed night photography in Grafton. Every one of his 15 b&w images is thoughtfully composed, and several of them certainly must have attracted O. Winston Link's attention for their artistic sensitivity. Jay, you've made this life-long Westerner crave a visit to the Alleghenies, just to see the show. Thanks for your millennial treat. And thanks also to editors Barry and Fletcher, for showcasing this photographically impressive (though somewhat crowded) b&w spread — oh, if only the "new R&R" had a duotone option available, along with a bit more white space.

STEVE VANDENBURGH
CARSON CITY, NEVADA

CAMERA BAG thanks

I wish to thank you, Jim Boyd, for mentioning me in your CAMERA BAG column in the December 1999 R&R. Your article was very well presented and described exactly what occurred all around me during the growing years. How nice of you to acquaint the present day fans with a little insight to our history.

I am still offering prints from the collection and many fellows appreciate that. Most of us are gone now so it's getting to be a bit sad and lonely, and all our beloved steam engines are almost all out of the picture, too. But to have "been there, done that" has a ring to it.

And Hal hit the nail on the head with his editorial for, as I try to decide what to do with the collection of steam negatives, my daughter, who will be in charge, insisted that I list them on a computer so she will know the consist. I found Alpha Five a nice program to use and I am well into the deep of things now, in the middle of the Pennsy group and already have entered well over 33,000 negs (SP is my long suit).

I think all this is important in maintaining our history and I'm glad guys like you and Hal are explaining it to others who might not know.

So again, thanks a heap!

HAROLD K. VOLLRATH
KANSAS CITY, MISSOURI

The first GP7 and last RS1

Thanks for the mention of our Chicago & North Western 1518, the first GP7 and one of the prize pieces in our collection ("Dilworth's Ugly Duckling," January 2000 R&R). We are proud to have been selected to preserve this historic unit, along with many other locomotives. The article included a picture of Grand Trunk Western 1951, the last Alco RS1. That locomotive is also in our collection, following the death of its prior owner and long-time IRM member Bob Johnson.

First, last, or only — chances are good that we have it in our collection, now approaching 400 pieces of rolling stock! Our goal is to get the entire collection under cover for long-term preservation within the next few years. Readers who would like to assist us in that endeavor may send contributions to our building fund.

C. KEVIN MCCABE
ILLINOIS RAILWAY MUSEUM
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Contributions to the building fund can be sent to the Illinois Railway Museum, P.O. Box 427, Union, IL 60180. — S.B.

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Drury On Board

Commentary

by GEORGE H. DRURY

Picking up steam

"UP-C&NW MERGER to Pick Up Steam," read the headline in the *Milwaukee Journal Sentinel*. Steam lives, I thought, even if it is living in an outdated metaphor. The railroads involved in the merger, and all the others on the continent, too, have been hauling their trains with diesel locomotives for the past four decades. (Yes, I know about Union Pacific 844 and 3985.)

More than that, trains don't pick up steam. They never did, except for fireless locomotives. The phrase conjures up the image of a New York Central 4-6-4 tearing north along the Hudson Division, the fireman with his hand on the lever, ready to drop the tender scoop into a boiling track pan. "Gathering steam" is no better. I envision a bunch of people carrying big buckets through a field of something that looks like cotton. I wish I could offer a substitute, but not many people will understand "in the eighth notch."

In the travel section of the Sunday paper I read an account of a ride on an Amtrak train from suburban Boston to New York. "We got on it at Route 128, and it stopped *everywhere* — Providence, New London, New Haven — before we got to New York. It was a milk run." I'd say it moved right along. Like all well-behaved Boston-New York-Washington trains, it sped past Canton Junction, Sharon, East Foxboro, Mansfield, Attleboro and Pawtucket and Central Falls. More than that, it passed up Kingston, Westerly and Old Saybrook, something only the loftiest of New Haven's Shore Line expresses did. We have become accustomed to non-stop flights, even if it takes three of them in succession to get us where we want to go. "Milk run" is now applied to any form of transportation, be it train, plane or whatever, that makes more than two stops on the way. Besides, milk trains weren't slow. They made long stops to load milk cans and pick up carloads of milk, but once that was done they *moved*. And with good reason — a delayed milk train can turn into a yogurt train.

Trains still chug. It's a rare newspaper article about railroading that does not have a chugging train in it. An article a few years ago in the *Boston Globe* described a rebuilding project that would allow "modern double-stacked Conrail trains to chug in and out of Boston." Maybe the trains in question were to be powered by General Electric diesels. A rail travel guide I read recently said, "When you travel by train beyond the Arctic Circle, there is only you [and] your chugging, solitary locomotive. . ." He was writing about the line up through Sweden to Narvik, Norway. It's electrified. It has been for years. What he was hearing was either gear noise or a 162/3-cycle hum from the main transformer.

Closely allied to "chugging" is "choo-choo," used mostly by mothers, grandmothers, and aunts of small children. One good reason for its persistence is the lack of a replacement. I can't imagine anyone's mother saying brightly, "We're going to ride the mrrmrrmrrmrrm train to Grammy's house."

Despite what you'd expect, "choo-choo" is not the exclusive property of mothers, grandmothers and aunts. During the negotiations, debates, and arguments that preceded the establishment of temporary commuter service west of Milwaukee during freeway repairs (and the talks went on so long that during the first summer of road repair the service never did get off the grou — oops, sorry, out of the yard), the top municipal official of one of the suburbs said people simply wouldn't ride choo-choos to work. It's worth noting that people rode the trains in good numbers and the trains were usually hauled by chugging GE diesels.

Railroad metaphors aren't the only ones that are out of date. The first sentence of the article under that headline "UP-C&NW Merger to Pick Up Steam" was "The low-profile merger of the Union Pacific Railroad with Chicago & North Western Transportation Company looks to shift into high gear . . ." Is that fourth gear? fifth? drive? Overdrive?

About our new columnist . . .

I was born in Boston and grew up in Reading, Massachusetts, twelve miles north on Boston & Maine's Western Division. I hung around the depot a lot, watching the B&M.

After four years at Bates College I made a mid-graduate-school career change from math to student personnel work. The shift from the University of Delaware to the University of Denver brought a corresponding shift in what I saw through the viewfinder of the Bolsey B-2: from Pennsy GG1s and B&O FA's to Rio Grande PA's and Rock Island E's.

After a year of college admissions work in Klamath Falls, Oregon, I went down to San Francisco to hole up with relatives and find a job. I got a job as a computer programmer with Southern Pacific, then knocked around in a couple of other data-processing jobs. In the spring of 1972 on a whim I sent a resumé to *Trains* magazine. Three months later I called the movers and headed for Milwaukee to become an associate editor in Kalmbach Publishing Company's books department.

After a couple of years there was another career shift, from editing books to cataloging and shelving them — to convert a closet full of books into the company's reference library. Eventually I moved back into the books department to edit and write reference books.

In 1986 I assembled a tour of Switzerland for a few friends. The guidebook I created for that group grew into *The Railfan Guide to Switzerland*. Then a friend asked if I could substitute for him leading another rail tour of Switzerland. Soon I was using most of each year's vacation time to lead tours.

The tour leading and the guidebooks took on increased importance in the scheme of things (i.e., financing activities like eating) when I took an early retirement from Kalmbach in November 1996. Now I'm Senior Tour Director for the Society of International Railway Travelers and my garage doubles as a warehouse for a line of rail travel guidebooks. Down in the basement are a lot of good intentions to build a model railroad, if I'd ever stay home long enough. — *G.H.D.*

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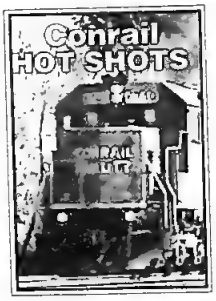

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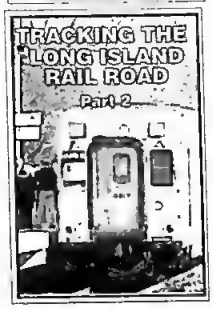

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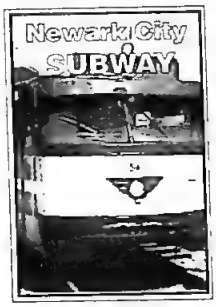

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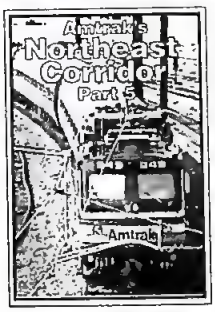

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New product news and reviews

Classic American Streamliners
By Mike Schafer & Joe Welsh. Hardcover, 160 10"×10" pages; $29.95.
Streamliner Memories
By Mike Schafer.Softcover, 96 8¼"×9" pages; $13.95.

Both available from Motorbooks International, P.O. Box 1, Osceola, WI 54020-0001; 800/826-6600. Shipping $4.95 per order. WI residents include 5.5% sales tax.
While *Classic American Streamliners* actually came out a couple of years back, *Streamliner Memories* is a new release, and as the two work together as companion volumes, we'll review both of them together here.

Classic American Streamliners details the rich history of the most memorable streamlined passenger trains of the United States, starting with the Union Pacific's experimental M-10000 and Burlington's Zephyr 9900, both in 1934, and running through the booming war years to the sad declines of the 1960s. It's a wonderful book, chockfull of brilliant images and a lively, authoritative text — no surprise, since it was co-authored by two of the most prominent passenger train experts in the country: Mike Schafer, the long-time editor

In Focus

News-feature

DAVID HARRIS

CSX TRAIN *Q142 provides a show for the crowd at Manchester, Georgia's new railfan viewing platform on October 16, 1999.*

Railfans Welcome in Georgia

ADD MANCHESTER, GEORGIA, to the list of places putting out the welcome mat for railfans. The Manchester Business Association has removed the vegetation along the west side of CSX's line through town, and constructed an elevated wooden platform in the middle of the newly cleared area. Completed just in time for the annual Manchester Railroad Days festival on October 15-16, 1999, the deck was heavily used, around the clock, by visiting railfans. Located on the north end of CSX's yard, it offers clear views in either direction, but is especially good for southbound trains.

Traffic is healthy (30-plus trains per day, typically) on the ex-Atlantic Coast Line main from Waycross, which splits into lines for Birmingham and Atlanta near the deck. Paved parking is plentiful, with groceries and fast food within easy walking distance. The scenery is good, the small town atmosphere relaxing, and a lot of the local folks (many of them with railroad connections) understand what you're doing down by the tracks — even if they don't always quite get why.

All in all, it is a nearly perfect situation for railfanning. Spend a day there and you'll want to return. Please remember to show your appreciation for the generosity of the local businesses by acting responsibly while in Manchester.
— *DAVID HARRIS*

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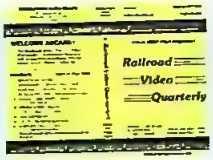

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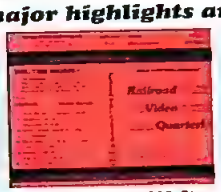

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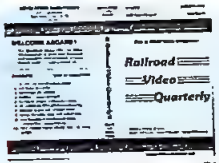

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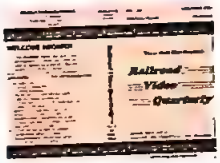

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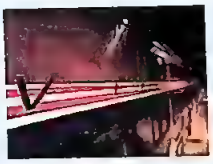

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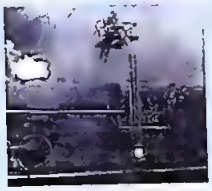

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of the late, lamented *Passenger Train Journal*, and Joe Welsh, whose *By Streamliner: New York to Florida* was released to much praise in 1994.

After an introductory chapter detailing the beginnings of the streamliner era, the book is arranged into chapters covering the country's top streamliners geographically. They're all here: the *Broadway* and *20th Century Limiteds*, *Empire Builder*, Santa Fe's *Chiefs*, the *North Coast Limited*, the *Capitol Limited*, the UP's *City* trains, the *California Zephyr* and many more, great and small. Included are details on equipment orders, scheduling, dining car and other on-board services, years of operation and myriad other facts within the book's 160 pages. It's information-packed, but the authors' style and passion for their subject prevent it from becoming too "heavy," making for engrossing, enjoyable reading.

The book is a pleasure to view as well as read: It's beautifully designed, with clean layouts and typography, and around 200 magnificent color and black & white images — including many rare, on-board scenes showing off both car interiors and the classic style of the era. In addition, Schafer, who also served as the book's art director, puts his usual keen visual stamp on the project, making effective use of timetables, brochures, dining car menus and advertising pieces as illustrative material, nicely complementing the text and images without overpowering them.

Streamliner Memories, by Schafer alone, is a more personal recollection of the end of the streamliner era, with the author sharing the details of his own connections to various trains. Schafer and his friends (including our editor emeritus) rode and photographed hundreds of passenger trains in the Midwest and beyond through the '60s, and these tales — humorous, bittersweet and "human" — capture the spirit on the era, and make this bargain-priced book a perfect companion piece for *Classic American Streamliners*.

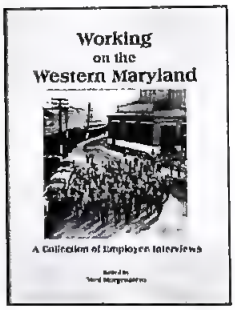
The book's richly drawn vignettes detail the author's experiences on a host of fondly remembered trains: Growing up in Rockford, Illinois, with the Illinois Central's *Land-O-Corn* as a hometown favorite; memories of fine dining on the classy-to-the-end *Capitol Limited*; regular "dinner train" turns using the Gulf, Mobile & Ohio's *Abraham Lincoln* and *Limited* trains; catching rides on the *California Zephyr*, the Pennsy's *General*, the Louisville & Nashville's *Humming Bird*, Wabash's *Blue Bird* and many others, all amply capturing the thrills and joys of riding trains.

A series of sidebars provide commentary from others with similar experiences, including Richard Kunz writing on the North Shore Line *Electroliners* and a former "Zephyrette" train hostess sharing her memories. Accompanying the text are some 80 color photographs (and a smattering of black & whites) — both lineside and on-board — that, like those in *Classic American Streamliners*, provide a priceless visual history of American rail travel, and even Americans themselves. Timetables and other promotional material are again used to good effect here.

In describing the streamliner era, the authors state in *Classic American Streamliners*, "It was all part of a more relaxed age when Americans had the time to enjoy the journey as much as the destination, and the railroads were anxious to oblige." What a beautiful description, and, for those of us who missed it, what an era that must have been! With *Classic American Streamliners* and *Streamliner Memories*, we can at least go back there for a visit. Both are highly recommended. — *G.F.*

Working on the Western Maryland

Edited by Wes Morgenstern. Published by the Western Maryland Railway Historical Society, P.O. Box 395 Union Bridge, MD 21791. Hardcover, 176 8½"×11" pages; $34.00 plus $4.00 shipping in U.S. and Canada (shipping elsewhere $7.00). MD residents add $1.70 sales tax per book.



This book addresses one of the most overlooked aspects of rail publications: the human element and verbal history. And you couldn't have picked a better railroad to focus on, since the WM was well known as a friendly and "family" organization. In its later years, many responsible railfans from the New Jersey area would venture deep into the hills to spend weekends cab riding the helpers out of Elkins or exploring the action around Cumberland. This book reflects a railroad that could project that kind of hospitality.

This is billed as "A Collection of Employee Interviews," and it is just that, featuring 29 employees ranging from track workers to 14 engineers and four conductors (with all those helpers, four conductors could handle more than a dozen engineers), a clerk, the Elkins roundhouse foreman, a foreman of wharves, a railroad policeman, the Baltimore district sales manager, the railfan photographer Vice President/Operations George Leilich and President W. Arthur Grotz. This is not a picture book, although it is illustrated with appropriate, beautifully reproduced black & white action and roster photos and portraits of each subject, as well as maps, where needed. To avoid any implication of relative importance, the subjects are presented in last name alphabetical order, which is a nice touch and keeps the "mix" interesting.

There is a frankness here reflective of men who are no longer on active duty, such as Hurbert Armentrout, who (as his name

suggests) liked to fish during the day while working as the night engine hostler on a work train. He notes that the engine crew would handle the first servicing work each evening for him because they all liked the variety that his daily trout catches added to the work train diner menu.

The descriptions tend to be in the clipped, short sentences of a working man, but they frequently open into the folksy flow of an old friend telling a favorite story. The precise third person chapter on President W. Arthur Grotz, on the other hand, reads like the business section of the *Wall Street Journal*. The contrast is fascinating.

Although the WM tolerated railfans, WM policeman Tom Barron expressed a bit of bemused frustration. "Most of the rail buffs I met were right decent chaps. To them, it's not stealing. Somehow in their minds they think they own it, or they think they are a part of the railroad, and they think that they can have it. An example is the sign on the old Williamsport station. My God, the company must have put new signs up ten times! Every time they would put a new sign up, somebody would take it down!"

Policeman Barron wraps up his interview by expressing his respect for VP-Operations George Leilich. "I haven't seen the like of him since. He was slick, and he had his finger on everything. He knew everything going on the railroad. I guess that's why some people didn't like working for him, he knew too damn much!" Then he concluded by describing how he gave George a ride back to Hagerstown in the police car during a Nickel Plate 2-8-4 759 excursion, noting that they stopped a few times and ". . . got a couple of good pictures of it."

Mr. Leilich himself gets into a variety of interesting details about everything from salesmen peddling steam locomotive efficiency devices — ". . . we're going to have to put a second tender behind every engine to carry all the coal that would be generated by all these fuel-saving devices . . ." — to dieselization with Alcos versus EMD's and management profit/loss business decision-making processes. While Leilich explores the grimy details of railroading, W. Arthur Grotz, President of the WM from 1950-1969, gets more into the financial end of the business and his executive approaches to keeping the WM a viable entity in a hostile world.

All kinds of motive power gets its due in this book. Elkins Roundhouse Foreman Jack Dugan describes how he kept ancient 2-8-0 No.348 in service for yard work and the Dailey and Bellington Turns — and how the old timer could outperform the new BL2s that they tried out on those jobs. You also pick up local terms like "flatfoot Mallets" and hear how the Alco RS3s would lug better but would gas out the crews with their exhaust.

There are lots of good locomotive and train stories here, about a railroad that was small enough to understand and big enough to be significant. When I was with EMD in 1968, I spent a month riding on the WM with the delivery of its last two black SD40s (7495-7496), and I came away from the WM with the same impression about its employees that is explored in this book. In the words of Tom Barron, "Once a Western Maryland man, you become proud of your roots."

This is a very entertaining and

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informative book about one of America's best remembered "fallen flags." It shows what a dedicated historical society can accomplish. — *Jim Boyd*

Railroad Rush Hour Game

Wonder Workshops, P.O. 153, Dept. RF, N. Clarendon, VT 05759. 800/474-6467. $22.95 each, or two for $39.95. Add $5.00 shipping.

A recent entry in the ranks of railroad-oriented games is this puzzle challenge requiring you to maneuver your switch engine through a maze of obstructions in order to exit the "yard." It's a premise not unlike the puzzle games you'd find on the tables at Howard Johnson's Restaurants where you had to move the interlocked squares to form a picture. In *Railroad Rush Hour*, you place the switch engine and the various obstacles (other locomotives, cars and baggage platform blocks) on the plastic grid gameboard as directed by one of the 50 challenge cards, then attempt to clear a path for your switcher's "escape" by moving the other items around the board. Of course, the rail cars can only move forward and backward, not side to side. The baggage platforms can be moved in any direction.

The game is geared for ages six through adult, with challenge cards range from junior to beginner, intermediate and expert, and, while the first three levels proved simple — even for us editorial types — the "expert" cards are significantly more difficult, and would actually hold an adult's interest. (At least until frustration set in and we decided that the best solution was to slip the troublesome lime green tank car into your pocket when no one was looking.) Conveniently enough, though, should you give up, the solution to each puzzle is coded on the back of the game card. In all, it proved a pleasant diversion, with some educational value to boot. The gameboard and pieces are made of sturdy plastic that seem likely to hold up to rough play from youngsters (or short-tempered adults). It comes with an "engineer's striped" bag for easy travel. — *G.F. (with assistance from S.B.)*

Railfanning is

Finding the annual April Fool's joke in the April issue of R&R before your friends do.

We'd Like You To Meet

Introducing a new contributor

Curt Tillotson, Jr.

I was born in Oxford, North Carolina, on April 13, 1937, graduating from the Oxford High School in 1955 and North Carolina State University in 1967 with a B.A.; I also received my MAT degree in 1973 from the University of North Carolina at Chapel Hill.

I taught Social Studies, mostly U.S. history, for 20 years, making sure all my students were thoroughly acquainted with the history of U.S. railroads! During 1981, I was selected as "Teacher of the Year" by my colleagues at the J.F. Webb Senior High in Oxford. After retiring in 1987, I worked for the local library for nearly ten years. I played trumpet in high school and college, and have some dance band experience as well. I also have a collection of Lionel O-gauge trains, both steam and diesel. Indeed, my rail hobby helped me to keep my sanity during the 20 years of teaching.

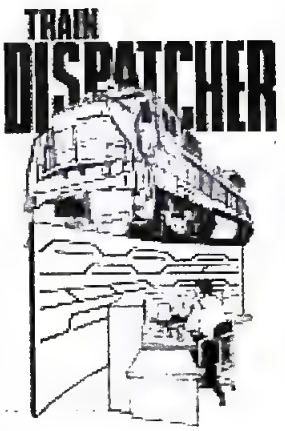
Photographing trains started in 1956, with my first camera being a Polaroid Land Camera. Later, I used a Yashica twin lens reflex so I would have a negative of my work. Then, in 1979, I purchased my beloved Rolleiflex with a 120 film format and continue to use my old "friend" to this very day. My photos have appeared in numerous magazines, including RAILFAN & RAILROAD, RAILROAD, *Trains, CTC Board, Rail Classics, Diesel Era* and others. My work has also appeared in books, calendars, post cards and advertisements. In 1996, with the help of my friend Doug Nuckles, I finished my first book, *The Southern Railway System, Washington to Atlanta, 1960-1982* (Fours Ways West Publications), and am now working on two new book projects.

I come from a family of railroaders and teachers. Two of my uncles were engineers and one of my grandfathers was a section foreman. After high school I even worked for the Southern for two years, helping the local agent during the busy tobacco season for two years, even learning Morse code.

After 22 years, I retired from the Oxford Lions Club after being selected "Lion of the Year" on four occasions, a Melvin Jones Fellow and numerous other recognitions including the honor of becoming a "Life Member." I also served in the National Guard for six years as a sergeant.

I still photograph trains in my usual areas, although on a reduced basis since retirement. However, the fun of railfanning today does not compare with the thrill I experienced from the 1950s through the steam excursion era of the '80s. Always anxious to share my photos and experiences with younger railfans, I sell enlargements from my 12,000-15,000 negative collection.

— *CURT TILLOTSON, JR.*



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CSX

DIVISION REALIGNMENT: With operations settling down after the Conrail break-up, CSX has revised the territories covered by several of its divisions, shuffling lines from one division to another.

In the Northeast Region, which includes the Albany, Cumberland and Baltimore Divisions, several former Conrail lines moved from the Albany to Baltimore Divisions, including the Harrisburg Line, River Line, Trenton Line, Blue Line Branch, Stoney Creek Branch, Northern Running Track and all of the running tracks and industrial tracks in North Jersey and Philadelphia not covered by the Joint Assets Area.

With those changes, the Baltimore Division gives up some of its former territory, transferring the Cumberland and New Castle Terminal areas and the Lurgan, Keystone, Pittsburgh, P&W, Mon, S&C and W&P Subdivisions. All of these territories are turned over to the Cumberland Division. The Baltimore Division also turns over the New Castle Subdivision and Newton Falls Subdivision to the Great Lakes Division of the Western Region. (CSX's Western Region consists of the Great Lakes, Detroit and Chicago Divisions.)

The Chicago Division's territory has been expanded, picking up the northern portion of the former CE&D Subdivision (now renamed the Woodland Subdivision) between Dolton, Illinois, and RB Junction (near Danville, Illinois), along with the Monon Subdivision between Maynard and just north of Lafayette, Indiana. The remainder of the Monon Sub has been renamed the Lafayette Subdivision and included in the Great Lakes Division. The changes became effective December 18, 1999.

Norfolk Southern

MORE DIVISION REALIGNMENT: Like fellow Conrail purchaser CSX (see above), Norfolk Southern has also shifted the operating territories covered by several of its divisions. The Buffalo and Cleveland Districts have been transferred from the Lake Division to the Pittsburgh Division. The Buffalo Terminal moves from the Lake Division to the Harrisburg Division, and the Cleveland Terminal (also former Lake Division) becomes part of the Dearborn Division. NS's Harrisburg, Pittsburgh and Dearborn Divisions — which make up its Northern Region — were all created with the Conrail take-over.

Additionally, several pieces of Conrail trackage have been moved to previously-existing NS divisions: the Columbus Terminal and Cincinnati Line move to the Lake Division, and the West Virginia Secondary becomes part of the Pocahontas Division. The Hagerstown District/ Hagerstown Secondary, meanwhile, moves to the Virginia Division. All changes became effective on January 1, 2000.

Union Pacific

CLASSIC WINGS TO RETURN: On January 24, 2000, UP announced that its "winged shield" logo, one of the most famous icons in American railroading, will return to the rails. The winged shield logo will be applied to the order of 1000 new EMD SD70M locomotives scheduled to begin arriving on UP in April. According to the UP announcement, the logo will also be applied to older UP wide-nose road units as they move through their regular overhaul and rebuild cycles. The idea to bring back the shield originated with Mike Iden, UP's general director of locomotive engineering and quality, who was looking for a way to improve the visibility of the company's logo on its locomotives.

The art deco design was started by Union Pacific in 1939 on its streamlined diesel passenger locomotives. The blue wings swept back from the red, white and blue UP shield logo on the nose of the locomotives. As diesels replaced the steam engine fleet, the winged shield logo was placed on all passenger and road-freight diesels. With the introduction of utilitarian, narrow carbodies and noses on locomotives in the 1960s, the wings were eventually dropped in favor of the shield alone.

The Union Pacific shield, modified over the years from its introduction as a company emblem in 1887, is one of the oldest corporate logos in the United States. Union Pacific's armour yellow color scheme is also the longest-lived paint livery in railroading, introduced in 1934 on Union Pacific's first streamlined train.

The basic yellow has been applied to Union Pacific diesel locomotives ever since. The yellow was selected for safety reasons because of its high visibility. UP locomotives also have "harbor mist" gray rooflines and frames, along with a bright red safety reflective stripe separating the two colors. With more than 7000 units, Union Pacific rosters the largest locomotive fleet in the nation. — *Bob Gallegos*

REGIONALS

Florida East Coast

ANOTHER CLASSIC RETURNS: Florida East Coast Railway GP40-2 No.406, wrecked in a derailment in Pompano Beach, Florida, on April 18, 1999, has returned from rebuilding at Progress Rail with an FEC "heritage"-style paint scheme. Remniscent of FEC's classic 1940s-era scheme, the unit features a mostly-red body, with yellow mid- and frame stripes, silver separation stripes, a yellow nose and black underframe. The road's current logo appears on the hood. Painted in honor of the railroad's history and employees as the century gets ready to turn, the unit has also been temporarily renumbered 2000. It will reportedly remain in this scheme and number through 2001, when it will be returned to FEC's current blue livery.

Wisconsin Central

C&NW RAILS TO RETURN?: Wisconsin Central is considering resuming freight service along a 13-mile portion of former Chicago & Northwestern right-of-way between Oshkosh and Medina Junction, Wisconsin, that is currently part of the Wiouwash State Trail. The area around Neenah, has long been a botleneck on the WC system. With a myriad of branches to the paper mills, a major mainline junction, an intermodal facility and a major branch to Manitowoc, rail traffic experiences regular congestion. Relaying track along the old C&NW right of way would provide a by-pass around Neenah. The railroad anticipates that the by-pass would be used by about eight to ten trains a day. The railroad planned to meet with Winnebago County officials in January.

TOURIST LINES

Cumbres & Toltec Scenic

OPERATOR UPDATE: While the search for a new operator for the 64-mile, narrow gauge Cumbres & Toltec Scenic railroad goes on (see below), shop work on the locomotives has continued. Engines 463, 484 and 489 received flue extensions after their November inspections, and 497 is getting a much-needed, thorough running gear overhaul. Nos.489 and 463 will get similar treatment soon, as will 487. No.488 is not receiving attention at this time, though it is the logical recipient of the superheater tubes ordered by the non-profit Friends of the C&TS organization in October. This is a significant accomplishment in light of the tight financial situation faced by the Colorado-New Mexico bi-state Cumbres & Toltec Scenic Railroad Commission, which oversees the railroad (C&TS is jointly owned by the two states.) The Friends of the C&TS's "Ralph Flowers Memorial Fund," set up to raise money for the railroad and named in honor of one organization's directors who was killed in a plane crash, is approaching $70,000 in donations, and an emergency loan from the state of New Mexico is helping as well. Colorado's Commissioner Wayne Quinlan has been replaced by Carol Salisbury, an active member of the Friends.

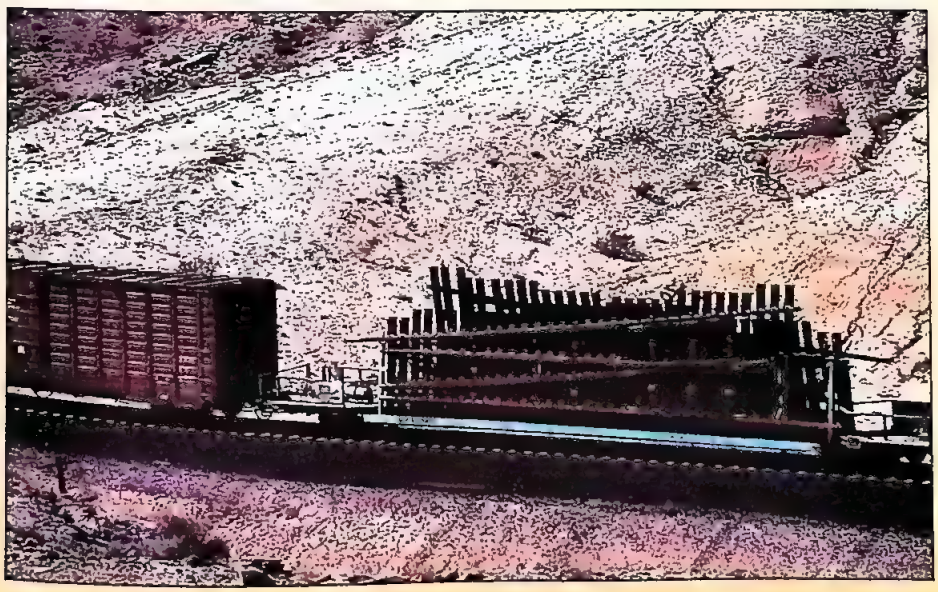
As for a new operator, in the wake of the removal of George Bartholemew's organization due to breach of contract, the Commission is analyzing the bids and proposals of potential operators. Two bidders with experience operating a tourist railroad, White Pass & Yukon and the Santa Fe Land & Cattle Company (a subsidiary of the Santa Fe Southern, which operates between Lamy and Santa Fe, New Mexico) have dropped out of the bidding, leaving two original bidders (Chippewa Northwestern and Rail Ventures) and a new bid submitted by the San Juan Mountain Company. The Commission anticipated making a decision by the end of January. — *information via www.steamcentral.com*

THREE PHOTOS: GEORGE FLETCHER

Amfleet Cars Acela-ized

Amtrak has begun to place into service the Amfleet I cars that are being remodeled for impending Acela Regional (and Acela Commuter) service. The previous brown-and-red toned upholstery and carpets have been replaced with "cooler" shades of blue and gray, along with improved lighting. Regular coaches will have 72 seats (versus 84 in most of the current fleet), providing passengers with additional legroom. Three "family areas," consisting of groups of four facing seats, will be included in each car (**above left**), as will at-seat electric outlets for laptop computers and overhead electronic message signs. Luggage towers at car ends provide additional space for over-sized bags. Business Class coaches will have 64 seats, including groups of four with conference tables, plus Railfone booths in each car. Restrooms are undergoing major rehabilitation as well, with better lighting (**left**) and toilets (**above right**) designed to make them seem less like "outhouses" (as passengers in focus groups described the previous configuration). Cafe cars will lose their current "burnt orange" decor and be redesigned in gray and blue to resemble the cafes in the new Acela Express high-speed trainsets. A total of 333 coaches and 52 cafes are part of the program, scheduled to be completed in 2002.

BILL McBRIDE



Porta-Siding Tests Begin

Currently in testing phase is the Porta-Siding, Union Pacific's newest effort at combating main line congestion. Certain lower priority manifest trains will carry a quartet of specially equipped flat cars loaded with a pair of pre-made switches, a boom and several sections of "snap track." When a line is plugged up, the crew simply lays their own siding in an open area, and parks their train until the congestion has eased. CSX and Norfolk Southern are involved in the project, and are monitoring the tests closely. The first Porta-Siding test run occurred April 1, 1999.

Railnews

This month's top stories and photos

KEVIN MADSEN

Keeping It in the Family

With the lease expiring on a batch of Soo Line SD40-2s, corporate parent Canadian Pacific has picked up the lease and transferred the units to CP reporting marks, hastily painting out the Soo logo on the flanks and adding CP to the nose, along with a fresh patch of red paint. No.6618 shows off the new identity as it leads the BN Northtown Transfer across the Mississippi River in Minneapolis, Minnesota, on October 31, 1999. The transfer is a daily job between CP's Humboldt Yard and BNSF's Northtown facility.

HERB SOMMERS

Exercise Your Rights

One of the agreements hammered out between Conrail's two new owners is the granting of temporary trackage rights to CSX to run some of their trains on Norfolk Southern's former Conrail Chicago Line between Cleveland, Ohio, and Chicago. CSX Dash8-40C No.7617and a pair of former Conrail units power CSX train Q114 as it puts those rights to use, rolling east through Delta, Ohio, on November 12, 1999.

JEFF TERRY

KERMIT E. GEARY JR.

B23-7s Change Hands

The mostly-Alco Minnesota Commercial has recently acquired a pair of former Conrail B23-7s (along with former Burlington Northern B30-7 No.5487). One of the ex-Conrail units sports new MC paint, seen December 1, 1999, at the railroad's Midway facility in Minneapolis/St. Paul (**above**). Meanwhile, former Great Miami & Scioto (Ohio) B23-7 No.230 is now in the employ of the Reading & Northern, seen December 6, 1999, in Port Clinton, Pennsylvania (**left**). The unit will be renumbered 2301 upon repainting by R&N.

ROBERT CARPENTER

New Power for Bessemer

The Bessemer & Lake Erie is taking delivery of eleven SD40T-3's, newly rebuilt by Boise Locomotive. Numbered 900-910, the units are in a modified version of the regular Bessemer scheme, with a logo on the nose and orange safety paint on the stairs. Nos.900 and 901 were in transit on Norfolk Southern in Decatur, Illinois, on December 14, 1999. All are former Southern Pacific tunnel motors.

MIKE HOPPE

Heading for Home

Union Pacific continues to take delivery of its new SD90MAC's. Fresh from the General Electric shops in Erie, Pennsylvania, Nos.8558 and 8559 are in transit on Norfolk Southern train W09, seen here on Conneaut Creek Trestle in Conneaut, Ohio, on November 8, 1999. NS SD60 No.6553 and Dash8-39C 8581 lead the train west, with the tracks of the Bessemer & Lake Erie below.

CHIP SHERMAN

Cutting Their Teeth

BNSF's trio of General Electric AC4400CW's (seen in test service in Erie in the February R&R) are now being put through their paces testing in road service. Seen on the BNSF-Union Pacific Joint Line in Sedalia, Colorado, on December 2, 1999, two of the AC's (No.5601 and 5602), along with GE test car *Gemini* No.90 and an SD70MAC from competitor EMD, head up a Texas-bound coal train from the Powder River Basin. No.5600 held down the rear-end Distributed Power position.

Heir to the Inland Empire

By
Thomas Hillebrant

The Palouse River & Coulee City Railroad moves grain in Washington

PHOTOGRAPHY: THOMAS HILLEBRANT, EXCEPT AS NOTED

THE SOUTHEASTERN QUARTER of Washington State boasts some of the most productive agricultural regions in the United States. In particular, the Palouse region south of Spokane and the Columbia Basin west of Spokane are home to hundreds of farms which produce huge quantities of wheat, peas, lentils and similar crops. These regions, together with the mountain areas to the north and east of Spokane, are known collectively as the Inland Empire.

The Northern Pacific was the first transcontinental railroad to make its way to the Inland Empire. The NP reached Spokane Falls (as Spokane was known in those days) from the west in 1881, then completed its line to the east in 1883. The rapid development of the Inland Empire's agricultural areas during this period encouraged the Northern Pacific to build branch lines into the Palouse and the Columbia Basin to ensure that the bountiful harvests would flow along its rails, rather than those of its rivals.

Along the northern edge of the Columbia Basin, the Northern Pacific's Central Washington (CW) branch enjoyed a near monopoly on rail service, challenged only by the Great Northern main line many miles to the south. In contrast, the NP's Palouse & Lewiston (P&L) branch was eventually forced to share the Palouse traffic with both the Great Northern and the Union Pacific, creating a tangled web of competing lines between Spokane and Moscow, Idaho. The Milwaukee Road also ran its mainline through the middle of the Palouse, but saw no sense in adding to the existing mess and built its branch lines well to the east and west of the region.

The agricultural traffic in the Inland Empire has increased dramatically over the years, and for much of that time railroads were the only viable transportation option for the area's farmers. But in the late 1970s, the completion of a series of dams on the Snake River allowed river barges to begin traveling upstream as far as Lewiston, creating an additional outlet for Palouse grain. Since then, competition with barges for grain traffic has had a huge impact on rail service in the area. In the early '80s, Burlington Northern abandoned several of its former NP and GN branches in the Palouse, including the southern end of the P&L. A few years later, Union Pacific sold its heaviest used Palouse lines to a short line operator, then scrapped the rest. Meanwhile, service remained relatively intact on BN's CW branch during the 1970s and '80s.

Soon after its formation in the fall of 1995, Burlington Northern & Santa Fe implemented a system-wide program to reduce its branch line operations by selling those lines to qualified short line operators. In the spring of 1996, BNSF began accepting bids on a package of lines in the Inland Empire which featured both the P&L and CW branches. This package also included a third line segment originally built by the Washington, Idaho & Montana Railway, and acquired by BN in 1981 from the Milwaukee Road.

BNSF sold these lines to the newly organized Palouse River & Coulee City Railroad (PCC reporting marks), a member of the WATCO shortline group, in September 1996. It made sense for WATCO to purchase this package, since they also own two nearby ex-Union Pacific lines and operate them as the Blue Mountain Railroad (BLMR).

The Palouse River & Coulee City controls a far flung mini-empire, operating over two hundred miles of trackage. Seven miles of BNSF main line separate the P&L and CW branches, which then extend in nearly opposite directions. Technically, the PCC now owns its sister line, the Blue Mountain, and operations of the northern BLMR lines are so closely tied to those of the PCC that it's often difficult to tell where one railroad ends and the other begins. The PCC interchanges with the Blue Mountain at Pullman and the PCC's office is located at the BLMR yard in Colfax, 15 miles from the nearest section of PCC trackage.

I recently visited the Palouse River & Coulee City office in Colfax to speak with Scott Winther, Operations Manager of the PCC. From my conversation with Scott, I learned a great deal about the railroad and its current operations. During my visit it quickly became clear that running the PCC is like running three separate railroads, four if you count the Blue Mountain. Each of these lines has its own personality, and each presents its own set of challenges.

The Central Washington Branch

In 1885, the Seattle, Lake Shore & Eastern Railway was incorporated in its namesake city to challenge the Northern Pacific's dominance in Washington Territory by directly connecting Seattle with Spokane Falls. Construction on the western end of the SLS&E began in the spring of 1887. One year later, SLS&E crews began laying rail westward from Spokane Falls toward Davenport, which they reached in 1889.

The actions of the SLS&E spurred the Northern Pacific into building its own branchline across the Columbia Basin. Since the NP had already surveyed a suitable route

the year before, it was able to begin construction on the Central Washington branch shortly after work on the SLS&E commenced. The CW's tracks ran several miles north from the NP main at Cheney, before turning west toward Davenport. The NP tracklaying crews actually reached Davenport before the SLS&E crews. To further solidify its position in the region, the NP continued building west before halting at Coulee City, 109 miles from Cheney.

Financial difficulties prevented the Lake Shore from progressing beyond Davenport, and the NP soon acquired its line from Davenport to Medical Lake to serve the few grain shippers located between those points. Eventually, the NP also built another branch south from Odair, near the CW's terminus at Coulee City, through Wheeler and Warden to a reunion with the NP main at Connell.

Traditionally, freight traffic on the Central Washington has been solely agricultural in nature — fertilizer and farm equipment inbound, and wheat outbound. Passenger trains also served the CW for many years, but they were gone by the early '50s. In the late 1930s, the U.S. government built a railroad from Odair to the site of the Grand Coulee Dam, 30 miles northeast of Coulee City. The need to transport much of the equipment, materials and personnel necessary for the enormous construction project added significantly to the CW's traffic level. But after the dam's completion in 1942, and the subsequent dismantling of the government railroad, life on the CW returned to normal.

The most drastic effect of the BN merger on the CW was the abandonment of the lightly-used trackage between Odair and Wheeler. Beyond that, service on the CW continued as before. During the late '70s and early '80s, the CW achieved local celebrity status when it became the scene of one of the last stands for two railroading icons — 40-foot boxcars and F-units. Several of the grain spurs on the CW were laid with light rail that could not support the weight of 100-ton grain hoppers, so wheat continued to be loaded onto 40-foot boxcars equipped with grain doors. The boxcars themselves were quite a sight, bearing various combinations of BN, GN, NP and CB&Q paint schemes. Then when BN powered those trains with long lashups of F7s and F9s, harvest time on the CW became irresistible to railfans. BN retired the F's after the 1980 harvest, and relegated many of the boxcars to the scrap lines or to maintenance of way service when it removed the last of the lightweight spurs, the former SLS&E line from Davenport to Eleanor, in 1983.

West to Coulee City

The Central Washington branch begins at the small yard in Cheney near the Spanish-style BNSF depot. During the wheat shipping season, the CW train runs Mondays, Wednesdays and Fridays from Cheney to Coulee City, then returns on Tuesdays, Thursdays and Saturdays. BNSF usually delivers empty cars to the Cheney yard the day before, so the two-man CW crew (three are sometimes called to work longer trains) will arrive early in the morning to assemble the day's train. Once under way, the CW train runs north from Cheney through the town of Medical Lake and under the BNSF (ex-GN) Spokane-Seattle main line to the crossing of Deep Creek. Just past Deep Creek, the CW becomes visible to the south of U.S. Highway 2 about 13 miles west of Spokane. The CW turns west from here and plays hide-and-seek with U.S. 2 all the way to Coulee City. Although the railroad is not always visible from the highway, the CW can still be easily reached by side roads which approach the tracks at many locations along its length.

After passing the Reardan Grain Growers elevator at Hite, which occasionally loads individual cars, the CW train reaches the town of Reardan. Here, a larger elevator owned by Reardan Grain Growers stands ready to accept delivery of blocks of empty grain cars. Except for Hite, all of the elevators on the CW branch are equipped to load 26-car unit grain blocks. The CW train usually hauls at least two, and often three, blocks of empties outbound from Cheney for delivery to their respective elevators. On the return trip, the train will pick up any loaded blocks and forward them to the BNSF interchange.

Moving west from Reardan, the CW local encounters a large elevator at Mondovi, one of two owned by the Davenport Union farmers' cooperative. The second Davenport Union elevator stands in Davenport itself, next to one owned by the Odessa Union co-op. Located 15 miles west of Reardan, Davenport is the seat of Lincoln County and the largest town served by the CW (Cheney customers are served by BNSF). Locomotive refueling facilities and the headquarters for the CW's section crew and are also located here.

Six more elevators are located to the west of Davenport at Creston, Wilbur, Almira, Hartline and Coulee City. Five of these are owned by the Central Washington Grain Growers co-op, while number six is operated by the Almira Farmers co-op. After serving these elevators en route to Coulee City, the CW train must stop at Odair, two miles short of the CW branch's western end. The wye at Odair still exists and allows the CW train to back into the stub-ended elevator spur in Coulee City.

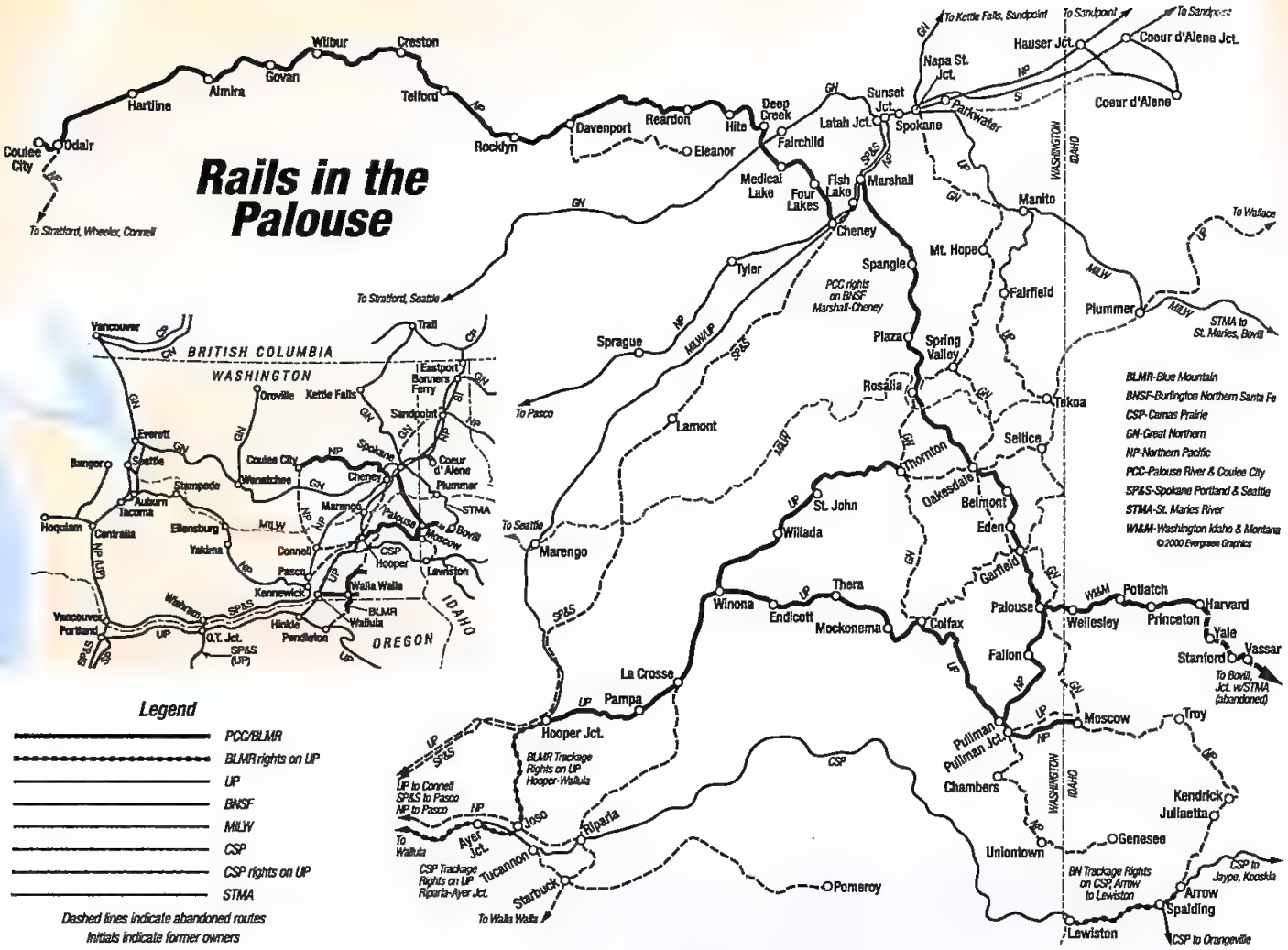
In addition to serving the elevator at Coulee City, the CW local also makes an occasional delivery of farm machinery to the Jim Jess Implement Company. Once the train has reached Coulee City and performed any necessary work there, the crew parks the locomotives and spends the night. Early the next morning, the crew returns to their charges and begins collecting loaded grain blocks on their way back to Cheney.

The Palouse & Lewiston Branch

Like the CW branch, the Palouse and Lewiston branch was also conceived in response to the incursion of a rival railroad into territory which the Northern Pacific considered its own. An 1881 agreement between the NP and the Oregon Railway and Navigation Company (later part of Union Pacific) dictated that the NP

WHILE A DAVENPORT UNION CO-OP EMPLOYEE begins loading two hoppers in the shadow of the Mondovi elevator, the Palouse River & Coulee City crew runs their GP-30m around to the eastbound end of the cars in September 1998 (opposite)**. The campus of Washington State University in the background lends a "big city" look to an otherwise rural railroad as Palouse River & Coulee City GP35 2353 leads a train east at Pullman Junction on September 22, 1998** (below)**. Ironically, this borrowed PCC locomotive is pulling a Blue Mountain Railroad train on trackage rights over the PCC line between Pullman and Moscow, Idaho.**

JIM B. DAVIS



would construct no branch lines south of the Snake River while the OR&N would build no lines north of the Snake. The single exception to this division of territories was the OR&N's line to Colfax which had already been surveyed at the time of the agreement. OR&N completed the Colfax line in 1884, then extended it east to Pullman and Moscow, Idaho in 1885. Although the NP agreed to the construction of the Colfax line, it had no intention of allowing the OR&N to dominate the Palouse. The NP quickly retaliated by building the Palouse & Lewiston branch.

Construction on the P&L began in the spring of 1886 and reached completion two years later. The line diverged from the NP mainline at Marshall, ten miles west of Spokane, then followed a southern course toward its terminus at Genesee, Idaho. From Uniontown, passengers and freight could continue their journey by wagon over a road which descended down the 2000-foot bluffs of the Snake and Clearwater Rivers to the community of Lewiston. Rails were eventually laid along a more circuitous route — east from the P&L main line near Pullman, through Moscow, then south and west along the Potlatch and Clearwater Rivers — to allow the railroad to descend to the elevation of Lewiston. The first Northern Pacific train arrived at Lewiston in September 1898.

Despite the 1881 agreement, the P&L soon faced intense competition from several Union Pacific lines in the Palouse region. By 1908, the Palouse had been further invaded by the Spokane & Inland Empire Railway, an electric interurban line which was later absorbed by the Great Northern. Finally, the Milwaukee Road's Pacific Extension crossed over the P&L at Rosalia, but with few on-line customers it posed little threat to the NP's traffic base in the Palouse.

In 1909 the NP leased the southern end of the P&L to the Camas Prairie Railway, an operating company owned jointly by the UP and NP which controlled several lines reaching into the timber and wheat regions east and south of Lewiston. The P&L connected with the Camas Prairie at Arrow Junction, near the confluence of the Potlatch and Clearwater Rivers.

During its heyday, the P&L was a busy line, operating two daily passenger trains in each direction between Lewiston and Spokane. Passenger traffic declined rapidly after World War II, but ridership and the mail contracts were sufficient to justify daily operation of a Budd RDC-2 between Spokane and Lewiston until 1966. In addition to regular service, the P&L would usually see an annual "Football Special" passenger train chartered by local college alumni to carry them to Pullman or Moscow, depending on which town was hosting the "Battle of the Palouse" football game between Washington State College and the University of Idaho.

Freight levels ran from moderate to heavy, depending on the time of year. The mainstay of the freight trains operating on the P&L was the daily *Highball*, named for its ability to run from Spokane to Lewiston and return within a 16-hour day. The *Highball* was assisted by various locals and extras, especially during the fall grain rush.

With the advent of the BN merger, BN chose the P&L as its "main line" in the Palouse since it still carried considerable overhead traffic between Lewiston and Spokane. The Great Northern lines and smaller NP branches were eventually pruned back to short spurs, at best, from their junctions with the P&L. Then, in 1983, the Camas Prairie began routing all of its BN traffic through Riparia which allowed BN to embargo the P&L south of Moscow. The *Highball* continued to run south from Spokane, but on a thrice-weekly schedule, rather than daily.

During the late steam era, power for P&L trains was usually provided by NP W-class Mikados on freights, and Q-class Pacifics on passenger runs. Among the earliest diesels on the P&L were two Baldwin DRS-4-4-1500 road switchers which the NP purchased specifically for branch line passenger trains. The Baldwins performed both passenger and freight duties on the P&L, but were soon supplemented, then replaced, by GP7s and 9s. First-generation BN power remained dominant during the 1970s, but

second-generation GP's had taken over the P&L completely by 1986.

The *Highball*

PCC crews and staff still refer to their P&L train as the *Highball*, although BNSF also calls one of its locals that serves Marshall by that same name. Under the current operating scheme, the town of Palouse, Washington, functions as the base for the *Highball*. The locomotives usually spend the night at the small yard in Palouse where the P&L crew reports for work about 8:00 a.m. The PCC's preferred schedule dictates that the P&L train will run north to the BNSF interchange yard at Marshall (see the August 1997 issue of RAILFAN & RAILROAD) on Mondays, Wednesdays and Fridays, then return the same day. However, BNSF seldom delivers empties to Marshall on Fridays, so the PCC locomotives frequently spend the weekend in the Marshall yard. When this happens, a PCC employee meets the crew at Marshall to transport them home. On Monday, the crew is driven back up to Marshall to bring their train south again.

On its northbound trip, the *Highball* picks up outbound cars for delivery to BNSF. After arriving at Marshall, the crew first spots their outbound cars in the yard, then begins organizing the southbound train of cars that have been left by the previous BNSF local. Much of the traffic on the P&L also consists of 26-car grain blocks, but there are only four elevators on the line which can accommodate them. Additional traffic sources on the P&L include pea and lentil warehouses which ship their products in boxcars and several fertilizer dealers which receive loaded cars of various chemicals. The *Highball* will also often carry a few empty flatcars and grain hoppers for customers on the WI&M line.

Following the *Highball* is generally an easy endeavor, since state highways closely parallel the line for much of its length. Immediately south of Marshall the P&L runs through a sparsely forested region with few roads or grade crossings until it reaches Spangle. At Spangle, the PCC serves the Cenex-Harvest States elevator which loads unit trains, the Co-Ag elevator which loads single cars, and a Pacifex fertilizer dealer. South of town, the P&L trackage enters a sea of high rolling hills which typifies the Palouse region's geography. A thick blanket of rich soil covers these hills, blessing the Palouse with its agricultural wealth. The hills are often tall enough to hide large structures and even small towns from the view of the less interested travelers on U.S. 195. But by sticking to the smaller highways, the P&L branch remains clearly visible for much of its length.

Eight miles south of Spangle, the *Highball* runs through the tiny community of Plaza. Despite its size, Plaza also boasts a large Co-Ag unit train elevator. Seven more miles brings the *Highball* to Rosalia where it serves another Co-Ag elevator which loads individual cars. The PCC still maintains the Rosalia depot, a BN-built structure located near the site of the original NP station, as a base for its P&L section crew.

Continuing south from Rosalia, the *Highball*

THE PALOUSE & LEWISTOWN TRAIN passes the PCC's depot in Rosalia, Washington, in April 1998 (above)**. This structure lies just south of where the original NP depot once stood, and its tan color is reminiscent of the paint scheme worn by the original depot in the NP era. This building is used as a base of operations for the P&L's maintenance. Prior to spinning off the PCC in 1995, BN's *Highball* climbs out of the Palouse River valley north of Palouse, Washington, with a train of loaded log cars in August 1992. The logs were harvested deep in the Idaho Panhandle, and are destined for the Scott Paper mill in Everett** (below).

passes under the old Milwaukee Road right-of-way which spans the valley on a spectacular concrete viaduct. A small Co-Ag elevator at McCoy occasionally loads single cars, but the *Highball* usually passes this spot with barely a second thought. Oakesdale is one of the larger sources of traffic on the P&L with a unit train elevator and a pea and lentil warehouse, both operated by Co-Ag. Two fertilizer dealers in Oakesdale, Wilbur-Ellis and McGregor, also receive regular deliveries of chemical tank cars. The Wilbur-Ellis facility is reached by a spur that was once part of the UP trackage in town. As the *Highball* leaves Oakesdale, the roadbeds of both the GN and UP lines are still visible where they once crossed the P&L.

On the way to Garfield, the P&L serves two pea and lentil warehouses, Auvil-Warner at Belmont and BNP Lentils at Eden. Garfield is a fair sized community by Palouse standards, but there are no regular customers here, so the *Highball* barely slows down as it passes through town. Just south of Garfield, the *Highball* begins its descent into the Palouse River canyon, clinging to steep basalt cliffs as it makes its way down to the river. The train runs along the valley floor for the last few miles before reaching the town of Palouse.

Palouse has always been an important location on the P&L, but even more so today. The *Highball* enters Palouse from the northwest, crossing the Palouse River on a two-span steel girder bridge. At the north end of the bridge lies Lairds, the junction between the P&L and the WI&M, while on the south side, the tracks enter the P&L yard before curving gently to the south toward Pullman. The PCC's customers in Palouse consist of the Wallace Grain pea and lentil warehouse, located along the southwest edge of the P&L yard, and another McGregor fertilizer facility at the south end of the yard. There are also two Palouse Grain Growers elevators which load single cars,

COMING OFF THE EX-WI&M BRANCH with six lumber loads from the mill near Princeton, Idaho, GP35s 2268, 3651 and 2353 ease their way through Palouse, Washington, on October 19, 1999 (above)**. Here the units will be refueled and the 3651 will be set out so the other two can make the next morning's trip to Marshall. Grain elevators aren't the only picturesque structures to be found along the PCC, as seen here as the eastbound P&L job enters Oakesdale, Washington on October 20, 1999** (above)**. By the time the pair of GP35s are done switching here, they'll depart with only four empty hoppers in tow.**

one at the yard and another at Lairds, which is located on a former S&IE spur. The Lairds elevator loads cars only on rare occasions.

Once the *Highball* reaches Palouse, the day is usually spent and the crew ties up for the night. However, if the train's consist contains a unit block of empties for the Whitman County Grain Growers elevator at Fallon, seven miles south of Palouse, and there is sufficient time left in the day, the train may continue south to deliver those cars before returning to Palouse. Otherwise, any work to be done south of Palouse will be taken care of on Tuesdays or Thursdays.

South of Fallon, the PCC has one shipper in Pullman and a handful of customers in Moscow. These include Dumas Seed, which ships boxcar loads of peas; Latah County Grain Growers, which ships loads of rapeseed (used to produce Canola oil); Ferrell Gas, which receives tank cars of propane, and Columbia

TWO PHOTOS: BRUCE KELLY

ABOVE: BRUCE KELLY / BELOW. ROB HARPER

Tractor, which receives occasional shipments of farm equipment. The Blue Mountain also has several customers in Moscow so, for convenience, BLMR trains usually handle the PCC's chores east of Pullman on their tri-weekly trips to Moscow. The junction between the BLMR line and the PCC lies a half-mile to the east of the handsome brick NP station in Pullman. Ironically, the Blue Mountain actually reaches Moscow by way of trackage rights over the PCC; their own ex-UP rails were abandoned and turned into a hike/bike trail between the two cities a few years ago.

From Moscow, the P&L route once ran directly east to Troy, then south through Kendrick and Juliaetta to Arrow Junction. However, the P&L had been embargoed beyond Moscow for over ten years when WATCO finally pulled up the Arrow line's rails during the summer of 1997.

The Washington, Idaho & Montana

While the Palouse region is known primarily for wheat, it also borders on vast tracts of prime timberland in the Idaho Panhandle. To tap these resources, the Potlatch Lumber Company built a mammoth lumber mill in 1906 at a site on the Palouse River eleven miles upstream from Palouse City. They named the company-owned town established adjacent to the mill "Potlatch."

Originally, the lumber company planned on floating cut timber down the Palouse River from the forests to the mill. It also expected that one of the existing railroads in the area would carry the finished lumber to market. But it soon became apparent that the river's flow was insufficient to move entire harvests to the mill, and neither the NP nor the UP showed any interest in building a branch to the mill site. The lumber company met these challenges by organizing the Washington, Idaho & Montana Railway in March 1905.

Within a year, the WI&M laid tracks from the P&L at Lairds to Potlatch and on into the harvesting areas. The WI&M then pushed east to Bovill and Purdue in 1907. In 1910, the Milwaukee Road built a branch south from St. Maries, Idaho, sharing trackage with the WI&M between Purdue and Bovill on its way to another Potlatch mill at Elk River. With a transcontinental railroad connection at both ends, the WI&M built no farther.

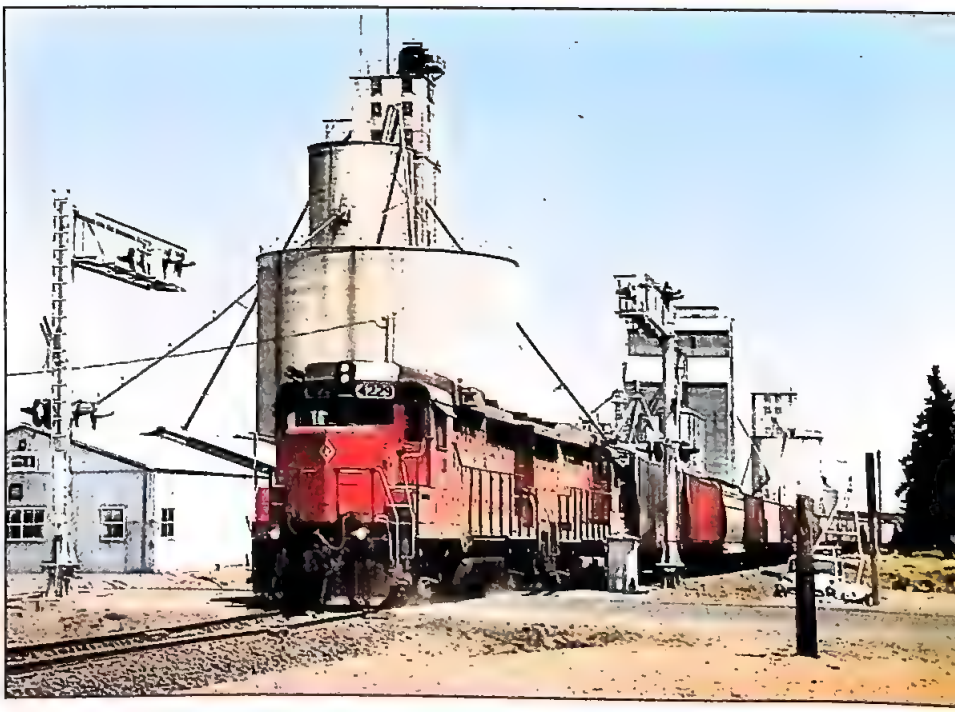
Although it never reached Montana, the WI&M opened up a previously unsettled section of North Idaho to farmers and merchants, as well as loggers, all of whom depended heavily on the railroad. The WI&M established several stations along its line, and small communities sprung up at some of these sites. The WI&M named most of its stations for famous American universities including Harvard, Yale and Cornell, which explains why the WI&M was often known as "The Ivy League Route." Naturally, the WI&M relied on its parent company for the bulk of its traffic, hauling both raw timber from the forests and finished lumber to the interchanges. But the railroad also shipped wheat from several points, carried lumber from a few smaller on-line mills and provided basic transportation for area residents.

For many years, WI&M passenger service consisted of one train that ran on a daily Potlatch-Palouse-Bovill-Palouse-Potlatch cycle. When passenger traffic began its decline in the late 1930s, the WI&M purchased a twelve-seat Fairmont railbus, complete with baggage and mail compartments. This car, named the *Potlatcher,* ran until 1955 when passenger service was officially discontinued. The WI&M's freight schedule varied over the years, but usually consisted of at least one daily train each way between Bovill and Potlatch, and thrice-weekly service between Potlatch and Palouse. Additional log trains were run as needed to meet the mill's demand for timber.

To pull these trains, the WI&M relied primarily on a quartet of medium-sized oil burning Alcos, two 4-6-0s and two 2-8-0s. In addition to the WI&M's locomotives, the Potlatch Lumber Company owned a separate fleet of rod and geared engines which worked the several logging spurs branching off of the WI&M. The WI&M removed two of its steam locomotives from the roster in 1950 upon the arrival of an Alco S3 diesel switcher. The railroad retired a third steamer when they purchased a second-hand Alco HH-660 in 1956. The fourth steamer, 4-6-0 No.1, remained on standby service until 1961.

In the late 1940s, the lumber company began putting out feelers to its three interchange partners, the NP, GN and Milwaukee, to see if they would consider purchasing the WI&M.

THE PALOUSE RIVER & COULEE CITY'S P&L JOB heads north (railroad west) through Oakesdale, Washington, shortly after sunrise on October 20, 1999, bound for the BNSF interchange at Marshall (above). **The lumber loads came off the PCC's ex-WI&M branch east of Palouse the previous day, originating from a mill near Princeton, Idaho. GP-30m 4229 and sister 4212 pull their train across the Highway 28 grade crossing at Davenport after dropping a cut of empty grain hoppers at one of the elevators in town in June 1999** (below).



By this time, most logs reached the mill by truck and, although the mill still required rail service, Potlatch had no more desire to run its own railroad. It took several years for any of the transcontinentals to show interest in the WI&M, but the Milwaukee finally assumed control of the line in 1962.

The WI&M continued to function as a separate railroad, but after Milwaukee GP9s replaced the Alcos in 1964, it quickly came to look and act much like its new parent. Unfortunately, the difficult times that visited the Milwaukee's Pacific Extension in the late 1970s affected the WI&M as well. But, when the Milwaukee retreated from the west in 1980, the WI&M's traffic levels were sufficient to interest Burlington Northern. BN absorbed the WI&M the following year.

By then, the steam-powered Potlatch mill had become obsolete, so when the recession of the early '80s hit the timber industry, the mill was permanently closed and dismantled. Despite the loss of the Potlatch mill and the traffic it generated, the WI&M continued to carry finished lumber from the smaller Bennett Lumber Products mill east of Princeton, grain from the farming communities and small amounts of interchange traffic from the St. Maries River Railroad, operator of the Milwaukee's former Elk River branch (see the June 1995 RAILFAN & RAILROAD).

Then in the late '80s, the WI&M began hauling logs again. Each week, the BN's WI&M Local would haul as many as 70 loads of logs over the hill from the St. Maries River interchange at Bovill to Palouse. From there, BN would forward the timber to the Scott Paper mill in Everett, Washington. This resurgence of log traffic brought about a new "golden age" for the WI&M that lasted until February 1996. During that month, record rainfall caused a number of washouts on both the WI&M and the St. Maries River. This damage forced the St. Maries River Railroad to abandon its connection with the WI&M at Bovill, and route the Scott Paper log traffic through its UP interchange instead. With no incentive to repair the WI&M, BNSF terminated service east of Deary. Ninety years after running its first log trains, the WI&M ceased to function as a through route and was demoted to the status of "industrial lead."

When the PCC took over the WI&M in September 1996, only three active shippers remained on the line. Unfortunately, service to the grain elevator at Deary was discontinued during the early months of 1997 after poor track conditions east of Harvard caused a derailment. Bennett Lumber Products still ships approximately 30 loaded center-beam flatcars per month, while the Latah County Grain Growers elevator at Kennedy Ford continues to load 100-ton hoppers with wheat on a seasonal basis. In early 1999 Central Idaho Forest Products, a smaller lumber mill located just west of the Bennett mill, also began shipping on the PCC. Although the CIFP mill sits immediately adjacent to the WI&M trackage, no spur exists at that location to allow direct loading onto rail cars. Instead, lumber loads are trucked to the siding at Harvard, then reloaded onto center-beam flatcars. The CIFP mill currently ships two to four loads per month.

The WI&M Local

The PCC usually serves its WI&M customers on Tuesdays and/or Thursdays. The crew reports to the Palouse yard in the morning, and if there is no other work to be done first, backs its train across the Palouse River bridge to Lairds. After lining the switch for the WI&M, the train proceeds east down the alley behind the buildings on Palouse's Main Street. As the train leaves town, it shares the narrow Palouse River valley with a gravel road which gives railfans access to great views of the WI&M train running alongside the river while the surrounding countryside slowly evolves from farmland to forest.

Seven miles from Palouse, the WI&M train reaches the grain elevator at Kennedy Ford. The elevator is served by a double-ended siding, so the train delivers any empties from the east switch on its eastbound trip. Loaded cars on the siding will be picked up from the west end on the train's return trip.

Three more miles of eastward travel brings the train to Potlatch. As the WI&M crew approaches Potlatch, they are greeted by the WI&M's first steam locomotive, 4-6-0 No.1, cosmetically restored and on display in a city park. Beyond the park lies a large field where old concrete foundations now serve as monuments to the giant Potlatch mill which once stood there.

On most trips the crew has no need to stop in Potlatch, so the train crawls past the Potlatch depot at its usual ten-mile-per-hour pace. This impressive two-story wooden station was one of the first permanent structures in Potlatch, and in the early years it functioned as headquarters for both the lumber company and the railroad. Now the station serves as a base of operations for the section crew when working on the WI&M. The depot needs considerable repair and a coat of paint, but local efforts are under way to obtain grants which will allow the eventual restoration of the depot into office space and possibly a small museum.

The next town east of Potlatch is Princeton, which the train also passes without stopping. The Bennett Lumber spur is located three miles east of Princeton, and the siding at Harvard is two miles beyond that. When there is no work to be done at Harvard, the crew saves time by "splitting the power" in order to work the facing point spur at the Bennett mill. This involves uncoupling the lead locomotive and running it up the spur, pulling the train past the switch with the trailing engine, then running the lead engine back onto the main to switch the train from behind. After the loads are pulled and the empties spotted, a similar series of moves puts both locomotives on the westbound end of the train for the return trip.

The embargoed WI&M line east of Harvard

PALOUSE RIVER & COULEE CITY GP30m 4212 cruises past the elevator at Hite, Washington with its short train in September 1998. The Hite elevator is one of the smaller active elevators on the CW line, and is only equipped to load individual cars instead of 26-car grain blocks.

***BLUE MOUNTAIN RAILROAD** GP35s 792 and 799 pull a dinner train across the South Fork of the Palouse River with cars borrowed from the Northwest Rail Museum of Portland, Oregon, on June 26, 1994. The Blue Mountain ran a series of dinner trains during three weekends in June 1994 between Pullman and Colfax, Washington. These trains were a one-time operation that has not since been repeated.*

JIM B. DAVIS

The Blue Mountain in the Palouse

THE BLUE MOUNTAIN RAILROAD was organized in 1992 to operate two separate segments of Union Pacific trackage in southeastern Washington. The southernmost of these segments runs from Wallula to Dayton, with operating headquarters in Walla Walla. The northern segment includes portions of the UP's Moscow and Pleasant Valley branches and is headquartered in Colfax. To avoid confusion between its separate lines, the Blue Mountain originally named its northern division the Palouse River Railroad, even though it was not organized as a separate railroad.

When WATCO, the Blue Mountain's parent company, formed the Palouse River & Coulee City Railroad in 1996 to operate the ex-BNSF branches in the Palouse region, it assigned responsibility for operating the northern BLMR lines to the PCC's management. Under this arrangement, the Palouse River Railroad name can cause a great deal of confusion, so PCC crews and office staff now refer to the former UP lines simply as the Blue Mountain.

At its eastern end, the Blue Mountain hauls grain and peas from several customers in Moscow, Idaho, which it reaches by way of trackage rights over the PCC. Just east of Moscow the BLMR delivers fertilizer and propane to two customers at Wilson, Washington. At Pullman, BLMR trains carry hoppers of coal to the Washington State University heating plant and hoppers of sand and gravel to a reload facility in town. Also in Pullman, westbound Blue Mountain trains reach their own rails and follow them 20 miles northwest along the South Fork of the Palouse River to Colfax.

The Moscow line enters Colfax from the south and runs north through town before reaching the small yard sandwiched between two grain elevators served by the Blue Mountain. The PCC office sits inside a wye at the north end of the yard where the tracks split to the east and west. The tracks which head east once formed part of the original mainline to Spokane through Garfield and Tekoa, but the UP abandoned this segment beyond the Colfax city limits when it retreated from the Palouse.

The tracks that turn west face a steep 3% grade up Crest Hill, which has presented a major obstacle to the movement of trains on this line since its construction. When the tracks finally reach the top, they continue west along the course of Rebel Flat Creek to serve a fertilizer dealer at Mockonema and a single grain elevator in the town of Endicott. Farther west, at Winona, lies the junction with the Pleasant Valley branch. The PV, which rejoined the original main line south of Tekoa, served farming regions lying to the north of Colfax and allowed through trains to by-pass Crest Hill. Today, the eastern end of the Pleasant Valley branch has been abandoned, but the BLMR continues to serve grain elevators at Willada (just south of St. John) and at Thornton.

From Winona, the BLMR main heads south to serve another fertilizer dealer at La Crosse before turning west again toward its connection with UP's Spokane-Hinkle mainline at Hooper Junction. The Blue Mountain hands off much of its traffic to UP here, but BLMR has also recently obtained trackage rights on the UP to connect its two divisions. Now every Saturday during the grain shipping season, a Blue Mountain train runs north from Wallula and delivers 25 empty grain cars to Hooper Junction. Once here, the train retrieves 25 loaded hoppers from the junction and hauls them south again to a large rail-to-barge transfer elevator on the Columbia River near Wallula.

In Colfax, the Blue Mountain crew reports to the depot each morning to run west to Hooper Junction on Mondays, Wednesdays and Fridays, or east to Moscow on Tuesdays and Thursdays. On the first trip of each week, the BLMR train picks up several of the empty grain cars left at Hooper Junction by the previous Saturday's grain shuttle. Eastbound, the crew delivers empty cars to elevators on both the main line and on the PV branch. The next day, the train continues east to deliver more empties to Moscow then turns and begins collecting loads on its return trip. By the end of the week, all 25 cars stand loaded at Hooper Junction, ready for pickup by the shuttle train on Saturday. All other freight not part of the shuttle traffic gets picked up by the UP.

BLMR acquired four former Western Pacific GP35s from UP at the same time as it assumed operation of the railroad itself, with two of these units assigned to its northern lines. These two generally spend all their time on Blue Mountain rails, and are often joined by PCC locomotives to assist them in their duties. The grain shuttle is dispatched out of the BLMR's Walla Walla office, and is usually powered by the two GP35s which work the railroad's southern lines.

The Blue Mountain also operates an unusual fleet of 100-ton grain hoppers. In a cooperative effort with the Washington State Department of Transportation, 29 of these cars have been obtained to improve the availability of empty hoppers to local grain co-ops. These cars are unmistakable in their bright chartreuse paint with multi-colored wheat graphics and green "Grain Train" billboard lettering. Like the PCC's hoppers, these cars run in dedicated service between elevators on the BLMR and export elevators on the Columbia River and Puget Sound. They are not, however, run in shuttle trains, but are carried in UP and BNSF trains beyond the Blue Mountain's rails.

As with the PCC lines, most of the Blue Mountain action can be easily viewed from state highways and county roads. Good views of the Saturday grain shuttle on the UP main between Wallula and Hooper Junction are slightly more difficult to find, but there are a few spots where the train can be photographed, often with spectacular results. — *THOMAS HILLEBRANT*

climbs a steep hill which carries it out of the Palouse River valley. Near the top of the grade at Yale, the tracks cross over the highway on a steel girder bridge then head east past the former station sites of Stanford and Vassar before reaching Deary. Farther east, the railroad begins its descent into the valley of the Potlatch River; and the tracks soon reach Bovill where a few ghosts of the WI&M and Milwaukee still linger.

Palouse power

The Palouse River & Coulee City owns nine locomotives — four GP35s, two GP30s and three rebuilt GP30m's — to keep its heavy grain trains moving to market. The actual combination of unit assignments varies periodically, but typically you might find three of the GP35s serving the P&L and WI&M operations, four of the GP30s handling the CW trains and the remaining units helping out on the Blue Mountain. During its first few months, the PCC borrowed engines from other WATCO roads until it could assemble the current roster. Most notable of these were two rebuilt GP7s from the Eastern Idaho Railroad which caused trouble for the PCC when exhaust sparks from their non-turbocharged prime movers ignited several small lineside fires during the first week of operation.

Because of the varied heritage of its locomotives, the PCC fleet appeared rather rag-tag during its first two years. Some of the locomotives wore Conrail blue, CSX gray or Chessie yellow right up to the summer of 1998. Now parent WATCO has started a program to repaint and reletter all the locomotives on its various lines. All units are receiving WAMX (Webb Asset Management) reporting marks, but the names of the individual railroads are being retained on the sides of the locomotives.

In August 1997, the PCC began a repainting program to help present a more unified appearance to shippers and to the public. First to wear the new PCC scheme, a copy of the standard WATCO orange and black with PCC lettering and logo, was former Pennsy GP35 2357 (now WAMX 3517). Tom Tozzer, the PCC's equipment maintenance chief, sanded and painted the 2357 while it sat on a siding at the Potlatch depot. Using the same techniques, the PCC managed to decorate all but two of its locomotives during the second year of operations. All of the locomotives also received new ditch lights after coming to the PCC.

A group of 50 refurbished 100-ton grain hoppers constitutes the PCC's only revenue rolling stock, but they currently spend most of their time on Blue Mountain rails in grain shuttle service.

While BN ran cabooses on the P&L and CW branches into the early 1990s, and on the WI&M right up to the time of the sale, the PCC operates without cabooses. But with two-man crews, the PCC has found that it can function more efficiently by allowing the conductor to "chase" his train along the parallel highways using a rubber tired "caboose". In his highway vehicle, the conductor can run ahead of the train to line up switching moves and inspect the train as it rolls by. Since safety is the PCC's number one consideration, engineers and conductors maintain radio contact when they are separated, and engineers are not allowed to run the train by themselves unless they can guarantee they will have a clear view of the tracks ahead. As long as the trains are run safely, the use of highway vehicles in this manner greatly increases the crews' flexibility.

Maintenance and improvements

Shortly after startup, the PCC installed storage tanks at Palouse and Davenport to keep its locomotives fueled. Maintenance of the PCC's locomotive fleet takes place at Potlatch, Colfax and Davenport where small outdoor facilities, complete with inspection pits, can accommodate minor repair work. For major repairs, the PCC must ship ailing locomotives west to Titan Rail Services, a WATCO-owned facility located in Pasco, Washington. The distances between the three facilities provides a small challenge for Tom Tozzer as he constantly maintains and inspects the PCC and BLMR locomotives.

The PCC can always lease locomotives if any of their units fail to perform, but it's impossible for the PCC (or any railroad for that matter) to function if the tracks themselves cannot carry the load. Maintaining its right-of-way is therefore of primary importance to the PCC. Rick Swinney and his Rosalia-based section crew keep the P&L and WI&M lines physically fit while Bob Norman and his crew work out of Davenport helping the CW branch stay in shape.

WATCO has recently completed an intensive track rehabilitation project on the CW line. Before the takeover, BN had deferred maintenance on the CW which resulted in ten m.p.h. speed restrictions on much of the line. Beginning with a large tie replacement project, WATCO has invested over six million dollars in a complete overhaul of the CW.

It does not appear, however, that WATCO has any plans to repair the east end of the WI&M and resume service to Bovill. Although the St. Maries River Railroad has restored its line to Bovill, any remaining log traffic still goes to the UP. Unless another substantial traffic source develops on the east end of the WI&M line, don't expect to see PCC trains run beyond Harvard ever again.

Taking care of business

Scott Winther first came to this area in 1975 when his father, Earl Winther, was transferred to Potlatch by the Milwaukee Road to serve as the WI&M's General Manager. Scott began his own railroad career as a teenager by working summers on the WI&M section crew. During the BN era, Scott worked his way up to engineer before hiring on with the PCC in September 1996. When the PCC's Operations Manager position opened up a few months later, WATCO management saw Scott as a natural choice and offered him the job.

When Scott's father managed the WI&M, he oversaw nearly all aspects of the railroad's operations. Today, Scott shares most of those same responsibilities with Pat Bodey, the PCC's General Manager. Scott's job is to coordinate the movement of trains over the PCC, while Pat manages most of the railroad's other day-to-day affairs. WATCO management also does its part by handling billing, marketing and other customer related functions. While Scott remembers his time running trains for BN as the "good old days," he also seems to enjoy the challenge of helping manage a successful short line. That success depends heavily on Scott and his crews' ability to keep the trains moving, ensuring that the PCC's customers get their products shipped in a timely manner.

Traffic levels on the PCC differ from year to year, depending on the worldwide demand for Northwest wheat. Farmers deliver their grain to the co-ops' elevators as it is harvested, but the co-ops try to ship the wheat only when the price is right. If the price is high at harvest time, the co-ops will try to ship all of their grain to market immediately, with the nation's limited supply of empty grain hoppers controlling how quickly this can be accomplished. During these peak times, the PCC expects to move long, heavy trains every day for several weeks during the late fall and early winter. At the other extreme, when wheat prices are low at harvest time, the co-ops will ship a minimum of wheat in anticipation of higher prices later in the year. Either way, most of the grain will be shipped by the following summer to make room for the next year's harvest.

The seasonal nature of agricultural traffic drastically affects the schedule of trains operating on the PCC. During the summer, when most of the wheat has been shipped from the elevators, the CW train is only run on an "as needed" basis. When the CW train does run, it usually goes only as far as the loading elevator, and the locomotives are left overnight at a convenient siding until the train is loaded and ready for return to the interchange. Although the P&L and WI&M lines do not depend wholly on wheat traffic, operations there may also vary from the preferred schedule during the off season. But, the greater diversity of traffic in the Palouse generally ensures that a train will run somewhere on the

Palouse River & Coulee City/Blue Mountain Railroad Roster

Both railroads are owned by WATCO with all locomotives carrying WAMX (Webb Asset Management) reporting marks; the individual railroad names remain on the units as well.

WAMX	Model	Built	Heritage
3008	GP30	3/63	PCC 3004; ISCX 3004; Ohio Central 2004; CR 2206; PC 2206; PRR 2206
3013	GP30	5/62	SKOL 4109; KCS 4109; KCS 109
3020	GP30m	12/62	PCC 4204; CSXT 4204; C&O 3006
3021	GP30m	8/63	PCC 4212; CSXT 4212; C&O 3017
3502	GP35	11/63	BLMR 784; UP 784; WP 3003
3507	GP35	11/63	BLMR 790; UP 790; WP 3010
3509	GP35	4/65	PCC-BLMR 792; UP 792; WP 3013
3513	GP35	5/65	PCC-BLMR 799; UP 799; WP 3022
3514	GP35	5/64	PCC 2268; CR 2268; PC 2268; PRR 2268
3516	GP35	3/65	PCC 2353; CR 2353; PC 2353; PRR 2353
3517	GP35	3/65	PCC 2357; CR 2357; PC 2357; PRR 2357
3523	GP35	9/64	PCC 3651; CR 3651; RDG 3651
3525	GP30m	9/63	PCC 4229; CSXT 4229; C&O 3039

Roster information from Ken Ardinger

THE BNSF WI&M LOCAL LAYS OVER at Potlatch, Idaho, in July 1996 before delivering its single load of lumber to Palouse, Washington, the next day (above). **The two-story depot once served as headquarters for both the WI&M and its parent company, the Potlatch Lumber Company. The WI&M's first steam locomotive, Alco 4-6-0 No.1, has been retired to a place of honor in a Potlatch community park which it shares with the former Harvard depot, now serving as a community center** (below).

P&L or WI&M on any given weekday.

The PCC's customers deal directly with BNSF when ordering empty freight cars. After the shippers receive an equipment request number from BNSF they transmit that number to the PCC which uses it to schedule delivery of the cars by BNSF to the yards at Marshall or Cheney. Essentially, the PCC acts as a courier, shuttling cars between the shippers and the interchanges. Scott enjoys a good relationship with BNSF personnel in Spokane which has helped him ensure that traffic moves smoothly between the two railroads. So far, there have been no real complications, and PCC customers have expressed satisfaction with the service they are receiving.

The PCC crews and staff work hard to keep their customers happy. Like Scott, many of the PCC's employees have worked locally for BNSF or the Milwaukee before hiring on, and they try to go the extra mile so that they can continue working as railroaders in the area. Fortunately for them, the Palouse River & Coulee City provides an essential transportation service to the agriculture economy of the Inland Empire. As the PCC continues to perform that service in an efficient manner, management and employees expect that their customers will continue to rely on the railroad to bring each year's harvest to market. It's an arrangement that should benefit everyone for years to come: the area's farmers can ship their products at the lowest possible cost while the PCC's employees pursue their chosen profession. And railfans can stand by and enjoy the show as the PCC's colorful locomotives pull long grain trains through the scenic farmlands of the Inland Empire.

Visiting the Palouse River & Coulee City

Visiting railfans will find the Palouse River & Coulee City to be accessible and approachable. All but a few segments of trackage are readily viewed and safely photographed from nearby roads, and crews and staff have an open attitude toward responsible railfans. As with all railroads, visitors must respect the fact that the crews have a difficult and potentially dangerous job to do by keeping a safe distance from the trains.

The PCC is usually a daytime operation, and the crews like to get an early start. The PCC tries to run its trains on the schedules outlined above, but those schedules remain flexible to meet the customers' specific needs. The easiest way to keep tabs on the *Highball* is to check out the yards at Marshall or Palouse. Empty cars in the Marshall yard indicate that the Highball is probably headed north to retrieve those cars, while loads in the yard tell that the train has already departed and is on its way south again. An empty grain block left at Palouse overnight will likely be delivered to Fallon the next day, while empty center-beam flatcars in the yard show that the WI&M train will soon head out to the Bennett mill. Operations on the CW are simpler than on the P&L so make a late evening or early morning check for the locomotives in Cheney. If you see them, plan on a westbound trip. If you don't, expect the train to be eastbound from Coulee City.

The most important tool for railfans is a good map. The Spokane, Ritzville, Pullman and Walla Walla maps from the USGS 1:250,000 scale series cover the entire region served by the PCC and BLMR. Also, DeLorme's series of state map gazetteers includes both Washington and Idaho editions which are fairly current and show all of the highways and back roads that lend access to the railroad. A scanner can come in handy to eavesdrop on the conductor and engineer during switching moves (tune it to 160.785), but most communication between the PCC's office and its crews is by cellular phone.

Food and gas are readily available in most of the communities on either line. (When in Palouse, be sure to stop by the Oasis Cafe on Main Street for a piece of homemade pie.) Spokane is probably the best place to stay overnight when visiting the PCC, but good motels are also located in Pullman, Moscow, and several of the larger communities in the area. One other lodging option available during the summer is the Forest Service campground at Laird Park, located a few miles east of the WI&M tracks at Harvard. A night's stay there will provide a great experience in the forest region once served by the "White Pine Route". ⊂

The author would like to thank Scott Winther, Jim B. Davis, Tom Burg, and many others who have assisted in the preparation of this article.

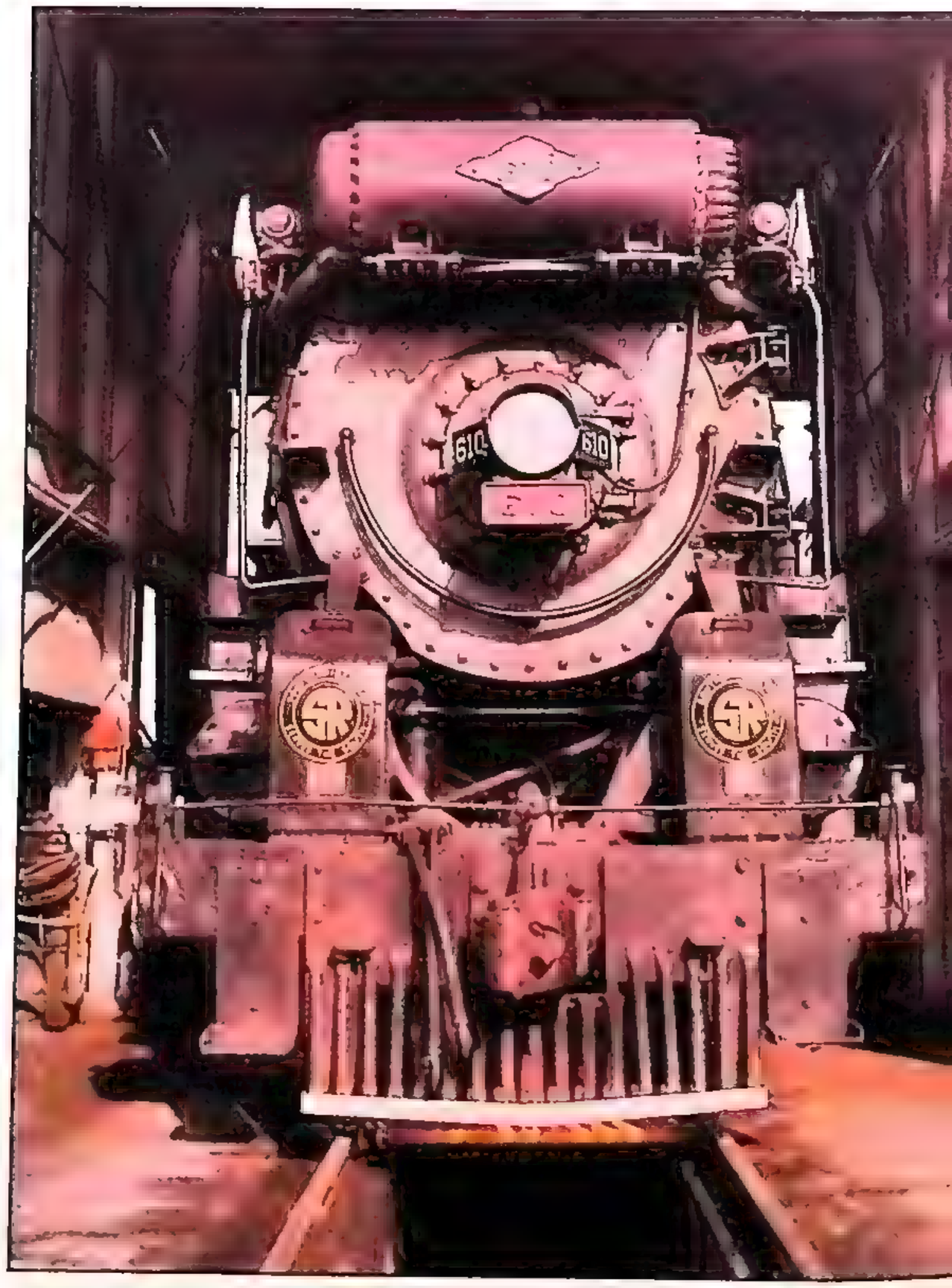
Classic SOUTHERN Railroading

Text and Photography by Curt Tillotson Jr.

IT WAS EASY FOR ME to become a railfan: two uncles were engineers, a grandfather was a section foreman, the Southern's East Durham, North Carolina-Keysville, Virginia, line passed in front of my home in Oxford, North Carolina, and I was only ten miles from the Seaboard's Richmond-Miami main line. Plus, a branch of the Air Line ran by my high school, where I witnessed the big, multi-legged Decapods every day. And when I heard that stack talk, and the wonderful aroma of coal smoke and steam drifted into my classroom, my academic pursuits suffered. Those moments were grand!

While in college during the early 1960s, the window of my dorm room faced the SAL-Southern jointly-operated double track out of Raleigh, North Carolina, and I began to realize that a transitional period was in the offing for American railroads — one that would be as dramatic, or even more so, than the change from steam to diesel. I also felt that short lines such as the Durham & Southern, Piedmont & Northern and others would not be able to cope with these monumental changes and would disappear either by being absorbed by larger roads, or abandoned.

As a result, I felt it was a mission for me to record on film these rail scenes before they disappeared. I purchased a professional camera to preserve these moments. At first I took color slides; however, I grew tired of getting the screen up and the projector out to look at my work, plus the color quality did not hold up very well with the passage of time. I switches to color prints, but the color suffered the same flaws as my slides, so I turned back to good old black & white film — which was less expensive and withstood the ravages of time. Today I shoot 97% black & white, and an occasional color print with my twin lens Rolleiflex using the big 120 size negative.



A QUARTET OF SD45S show off two of the Clinchfield's later paint schemes in Spartanburg, South Carolina, on September 2, 1979 (opposite top)**. The railroad's biggest motive power could be found in Spartanburg on account of the tortuous mountain grades on the railroad's line between there and Elkhorn City, West Virginia. On July 12, 1978, Texas & Pacific 2-10-4 No.610 prepares to depart Greensboro, North Carolina, on a Southern Railway System excursion** (opposite bottom)**. Says photographer Tillotson, "Of all the excursion engines used in the program, this was my favorite: Elesco feedwater heater, capped stack and the most perfectly balanced 2-10-4 ever built. It was hard, though, getting used to having soot from the oil burner fall on you rather than the more familiar cinders!"**

Photo Line 1

I endured the cold winds, ice and snow of winters; the heat, humidity, kudzu, chiggers, poison oak and snakes of summer to fulfill my mission. Now, as a result of those efforts, you can take a look at the photos in this article and let your mind wander through these historic scenes of railroading and experience a time when railfanning was fun, friendly and most enjoyable; a time when someone would not tell you to "leave this area now or be arrested!" Truly, railfanning in the 1960s, '70s and early '80s was an enjoyable pursuit, and the railroads did not seem to mind a fan with a camera on their property photographing their trains and facilities — it was good P.R.!

I remain a railfan to this very day, but, at least for me, the love, the thrill of recording the rail industry in action is not, and probably will never be, the same.

ANOTHER MEMBER of the Southern steam program, No.4501, "the most beloved 2-8-2 in America," leads an excursion through Stovall, North Carolina, on August 6, 1977 (top)**. The *Auto-Train*, in its pre-Amtrak incarnation readys to leave Lorton, Virginia, on June 22, 1978, for its overnight run to sunny Florida. With U36B's on the point, car-carriers and classic domes cars, the *Auto-Train* was quite a sight, and "boy those purple, white and red U-Boats could really move!"** (middle)**. The engineer opens up the throttle on E8 No.6901 and three of its sisters as the *Southern Crescent* departs Greenville, South Carolina, at 9:48 p.m. on June 19, 1977** (right)**.**

AT 10:20 A.M. ON AUGUST 5, 1978, Seaboard Coast Line freight No.289 approaches Boylan Tower in Raleigh, North Carolina, where it will join the Southern on jointly-operated double track between Raleigh and Cary before reaching Hamlet, North Carolina (top). **With a GP35 from the Louisville & Nashville, a GP40 from the RF&P and another pair of '40s from SCL, "the potpourri of motive power and cooperation of different roads to get this tonnage from Richmond to Hamlet was most impressive." In the early days of Amtrak's operation of the former *Southern Crescent* — now just the *Crescent* — changing-of-the-guard lash-ups such as this were a common sight: A pair of classic E8s, including one from the Southern, assist new Amtrak F40 No.256 with the southbound *Crescent* at Peachtree Street Station in Atlanta, Georgia, on a muggy July 24, 1979** (left). **Eventually, though, the F40s were plentiful enough in number that the E8s disappeared. Today, Amtrak's P40s and P42s are standard power for the *Crescent*.**

AS TRAIN NO.120 heads out of Raleigh for Spencer Yard on a spring morning in the mid-'70s, Extra 5100 East begins its own departure behind GP38-2 No.5100 and five other Southern high-hood units (right). **Boylan Tower is on the right, underneath the Boylan Street bridge — long an area railfan landmark.**

ABERDEEN & BRIAR PATCH GP7 No.896, a former Seaboard Coast Line unit, takes an afternoon break in Aberdeen, North Carolina, on July 8, 1985 (top). **A pair of Durham & Southern Baldwins provide "an ideal example of Southern railroading in 'the good old days,'" as they rumble through Carpenter, North Carolina, on August 21, 1970** (middle). **"It's a Sunday afternoon, hot and humid, as D&S train No.12 heads south out of Durham toward Apex, North Carolina, with mostly coal loads from the Norfolk & Western. The old Baldwins looked good, and did quite well for the D&S." The South had its share of friendly short lines, many of which, over the years, were either swallowed up by larger roads or abandoned. With the brakeman riding up front to protect the numerous crossings in town, a Piedmont & Northern freight rolls through Greer, South Carolina, on a July 1964 afternoon** (bottom). **The RS3s on the point were "the diesels that put the electric motive power on the 'Poor & Needy' out of business in 1950." The large structure on the left is the P&N station, which was purchased by the city of Greer and remains to this day.**

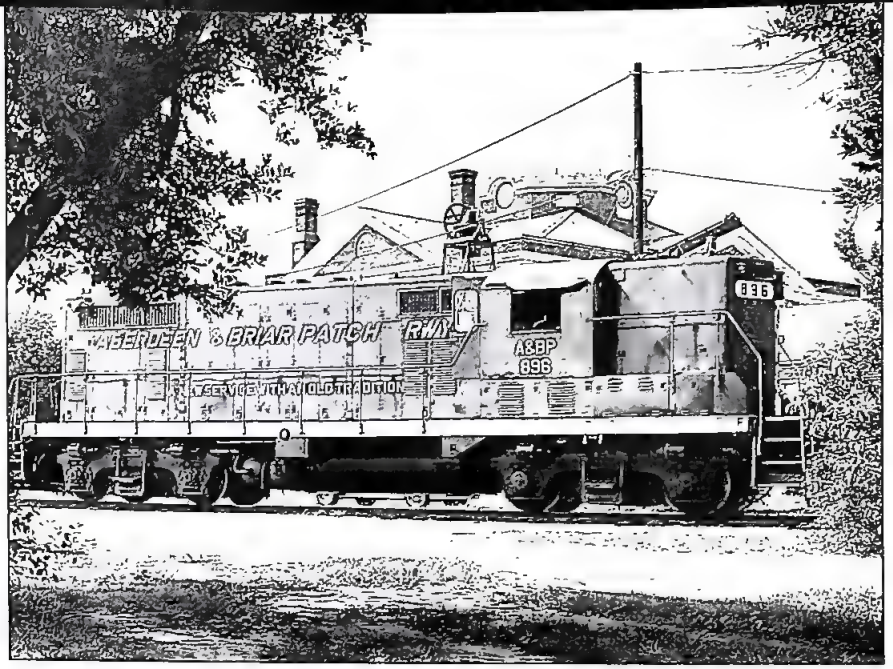


Photo Line 1

Classic Southern Railroading

PASSENGER TRAINS IN THE SOUTHLAND: With four E8s for power, train No.1, the *Southern Crescent*, makes its station stop and changes crews at Peachtree Street in Atlanta, Georgia, at 9:15 a.m. on July 20, 1978, in the waning days of Southern's operation of the train (left). **The railroad's inspection train is at right, making for the rare sight of two passenger trains in the station at the same time. Norfolk & Western's train No.3, the *Pocahontas*, wheels its way through Blackstone, Virginia, in December 1963** (middle). **"Two years earlier, a big, bullet-nosed Class J 4-8-4 would have been on No.3. Now, two maroon-colored GP9s have the Cincinnati-bound varnish making good time after a brief stop in Blackstone. Progress is great, sometimes." An E6 A-and-B combination bring Atlantic Coast Line train No.376, the *Everglade*, to a stop at Selma, North Carolina, in February 1963. "The *Everglade* was one of the few streamliners to stop in Selma. Most of the ACL's Florida-bound varnish passed through at 70-plus miles per hour. The old E6s still look good!"** (bottom).

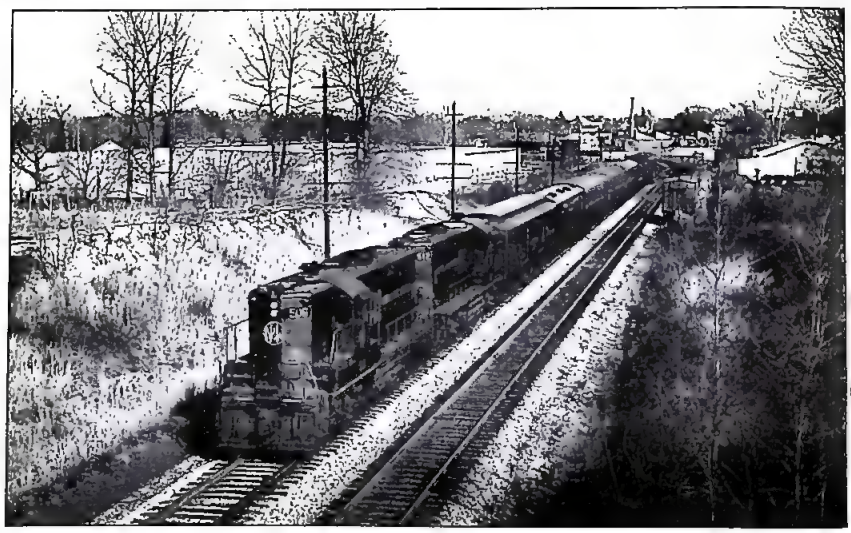
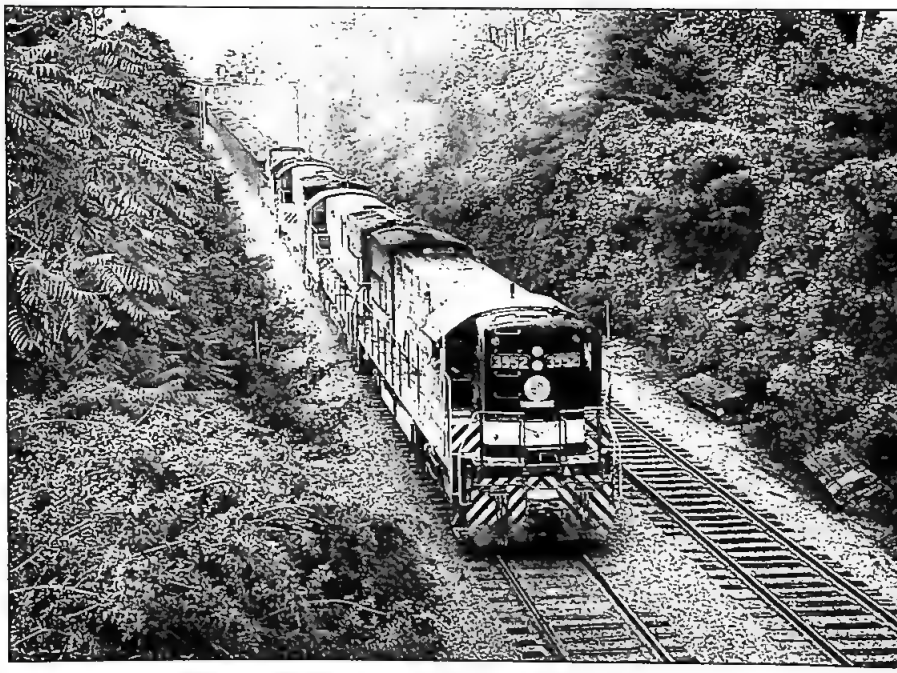


Photo Line 1

Classic Southern Railroading

WITH FIVE TRAINS waiting for crews and ready to roll toward their respective destinations, the yard in Spartanburg, South Carolina, provided an incredible line-up on an August 5, 1989, afternoon (above). From left: GP38-2 No.2700 and U23B No.3279 hold down the Spartanburg Subdivision local; a trio of coal trains fill the middle three tracks, one behind a trio of SD40-2s led by Seaboard System No.8207, the second sporting a pair of Chessie SD40-2s and a C30-7, and the third with three SD50s in Seaboard System paint and, on the right, is Chessie-painted U30B No.5356 (followed by a rare BQ23-7 and a B23-7) with the local for Greenville, South Carolina, via the ex-Piedmont & Northern line. On a sultry July 28, 1979, with the afternoon temperatures topping the mid-90s, a quartet of U23B's howl their way through Shelton, North Carolina, with a second section of coal train No.159 (right). "Four GE's, wide-open, down on their knees, lugging 62 cars of coal picked up from the Norfolk & Western at Altavista, Virginia! What a sound those flat-nosed U-Boats can make when wide-open!"



KICKING UP THE DUSTING OF SNOW that fell overnight, Seaboard Coast Line piggyback train No.276 tears through Neuse, North Carolina, at 9:25 a.m. on January 31, 1981, behind U36B No.1828 and a trio of GP's (left). "A beautiful setting that reminds me of a New England post card."

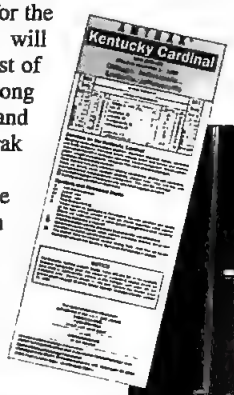
Amtrak's New Addition: THE KENTUCKY CARDINAL

article and photography by Ratcon Wagner

ENDING A 20-YEAR ABSENCE of passenger train service to the Louisville metropolitan area, Amtrak's *Kentucky Cardinal* rolled into Jeffersonville, Indiana, at 8:40 a.m. on December 18, 1999. A crowd of 200 people braved the chilly winter temperatures, cheering as the inaugural train broke through a paper banner upon its arrival.

After No.850's arrival, a reception was held, co-hosted by dignitaries from Jeffersonville, Louisville, Amtrak and the Louisville & Indiana Railroad, over whose trackage the *Kentucky Cardinal* operates between Indianapolis and Jeffersonville. Several elected officials or their representatives were on hand as well. Jeffersonville Mayor Tom Galligan proclaimed "This is a great day for the area, for the community. This will connect Jeffersonville with the rest of the world!" Mayor David Armstrong of Louisville heartily agreed, and said, "It's exciting to have Amtrak extend its service to our area."

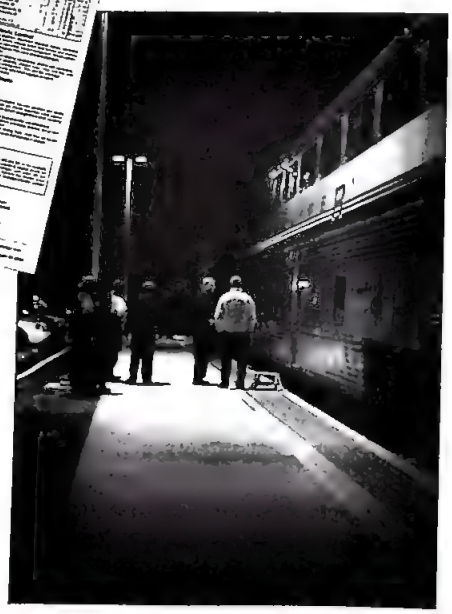
Following the speeches, the *Kentucky Cardinal* was put on display for the general public for two-and-a-half hours. As a long line of people patiently waited to file through the train, an Amtrak marketing employee donning a Santa suit distributed candy canes, paper engineer hats and Amtrak bumper stickers.


Kentucky Cardinal

The *Kentucky Cardinal*'s operation is unique to say the least, as are the reasons for its inception. Without the new mail and express handling facility now under construction in Jeffersonville, the train's operation would not have been financially possible. While Amtrak's priority has and always will be hauling passengers, the burgeoning mail and express business has generated much-needed additional revenue for the carrier in recent years. It is this portion of Amtrak that is growing the fastest, and is helping the corporation to expand its system nationally and ultimately work toward its congressional mandate for operational self-sufficiency by 2003.

The southern Indiana intermodal terminal is the latest installation to be developed by Amtrak, joining other similar operations recently opened in Seattle, Harrisburg (Pennsylvania), Los Angeles, and Springfield (Massachusetts). In addition, a new $3 million transloading and ground handling facility was dedicated in Chicago on December 10th of last year. This will serve as a hub for Amtrak's mail and express business.

In the case of the Jeffersonville facility, Amtrak is working in partnership with both the Louisville & Indiana Railroad and Road & Rail Bimodal Service, Inc., the contracting agency that will actually manage and operate the intermodal yard just across the river from Louisville. Originally a piggyback yard for Conrail (and predecessor roads Pennsylvania and Penn Central as well), much of the land has been unused for years. Currently there are several storage tracks and an Amtrak "SCAT" unit. SCAT, an acronym for *S*elf-*C*ontained *A*mtrak *T*ransloader, is engineered to function as a portable, low-cost loading dock providing an efficient means of transloading express, mail and freight from rail cars to truck trailers and vice-versa. There are also several temporary structures on the site as well which serve as offices for Road & Rail personnel as well as storage. According to Felix Castillo, Jr., Logistics Manager for R&R Services, the facility is in a period of transition. Construction is to begin soon on several permanent buildings to meet the demand for anticipated growth in 2000 and beyond. According to Castillo, Roadrailer cars will be added to the *Cardinal*'s consist in early April.



At the opposite end of the yard is where the locomotives and passengers cars are stored during the train's 13-hour layover each day between runs. It is during the layover that the trainset is serviced and cleaned, once the mail and express cars have been uncoupled from the rear of the train. According to Scott Hunnicutt, Program Manager of Car Maintenance for Amtrak, about five hours are required to completely service the train. This involves running the *Kentucky Cardinal*'s locomotives around the passenger cars and recoupling on the north end of the consist, refueling and performing maintenance checks on the locomotives, watering and thoroughly cleaning the cars. The entire process requires five people to ensure that the train is ready for its northbound departure that evening. A mechanic and relief mechanic are

responsible for the locomotives, and three cleaners are responsible for returning the train's interior to pristine condition each day. Just before the train's crew boards, the entire train set is inspected using a checklist. Amtrak has subcontracted with a local company to provide these services rather than furnishing its own personnel.

Although the *Kentucky Cardinal* operates as a daily train, on board amenities vary depending on what day one travels. Since Nos.850 and 851 are actually extensions of the Chicago-Washington *Cardinal*, which operates thrice-weekly, full dining car service will be available between Chicago and Indianapolis on the days that it operates. On the remaining days, when the *Kentucky Cardinal* actually operates in place of the former *Hoosier State*, food and beverage service will be limited to the vending machines located in the lower level of the coach. First Class passengers riding to Jeffersonville will receive a complimentary box lunch and choice of beverage. The train will operate with a reconditioned Heritage hi-level coach and Superliner sleeper. According to Amtrak Intercity, more cars will be added to the consist if ridership increases. The Jeffersonville train will be separated from (or joined) to the *Cardinal* at Indianapolis on the days it operates. The train also serves to deadheaded equipment to and from Indianapolis for maintenance at Amtrak's Beech Grove facility.

During the first weeks of operation, the motive power for the train has typically been a GE B32, repainted in Amtrak new "Northeast Direct" scheme, and an older F40. For now, the *Kentucky Cardinal* is operating non-stop between Indianapolis and Jeffersonville, taking about five hours to travel the 106 miles between the two cities. Initially, the train averaged 30 miles per hour over the L&I. However, recently, Nos.850 and 851 have been making better time between the two Hoosier cities, "Often arriving as early as an hour to 90 minutes early on some occasions," according to Jon Owen of the Kentucky Rail Task Force, who has been monitoring the progress of the train. As Amtrak locomotive crews and L&I management become more comfortable with the *Kentucky Cardinal*'s progress and handling over the former Conrail track, the speed has been adjusted on some sections of track to improve timekeeping.

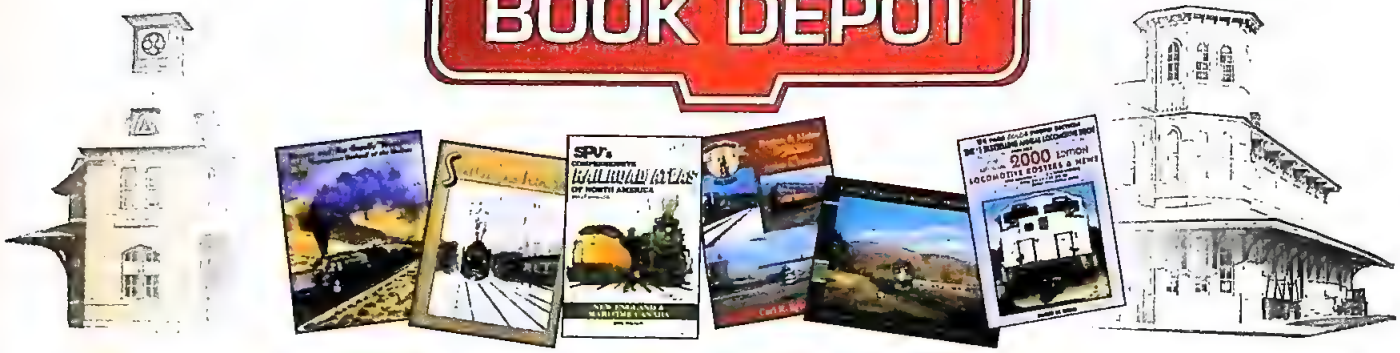
Amtrak's new Jeffersonville station is located at 500 Willinger Lane. The station is only five minutes from I-65, Exit 2 (Eastern Avenue), and several signs direct you to the train. At press time, the station was still receiving some improvements. A new platform long enough to accommodate three Superliner cars is well-lighted, has a small shelter and a pay phone at trackside. Several taxi company officials have agreed to meet each train. Limited (but unsecured) parking is available for 21 vehicles, which includes two handicapped spaces. There are future plans to provide long-term parking at another location due to the large number of inquiries from those wanting to ride the train but wishing to park their car in a secured area.

What does the future hold for the *Kentucky Cardinal*? Things are optimistic in several areas. While ridership is slowly growing, especially for first class accommodations, Amtrak officials expect a dramatic increase in the amount of mail, express, and time-sensitive freight during the first year of operation. There are also plans for getting the train extended into its namesake state. Ed Walker, Amtrak's President of Intercity, said, "Amtrak is committed to extending the *Kentucky Cardinal* into downtown Louisville if an adequate station facility can be built."

There is also considerable interest in developing future mail and express business farther south. There are currently about 13 hours that the *Kentucky Cardinal* remains idle in the Jeffersonville yard between the 8:40 a.m. arrival and the 10:25 p.m. departure. There has been discussion of extending the train another 192 miles to Nashville, Tennessee, if another mail and express contract can be negotiated. There would no need for any additional equipment, provided the existing rolling stock could make the round trip and be serviced within the 13-hour time frame. An existing facility in Nashville, the Clement Landport, could be adapted to serve the extended route with the addition of a platform and spur track off CSX's downtown line. The primary obstacle would be CSX's willingness to operate the train on its Louisville to Nashville main. Stay tuned.

THE INAUGURAL *KENTUCKY CARDINAL* prepares to break through a welcoming banner as it arrives in Jeffersonville, Indiana, on December 18, 1999, behind B32 No.510 (opposite top). **Passengers and observers prepare for the first northbound departure of No.851 from the new Jeffersonville station on the evening of December 18th** (opposite bottom). **At the Road & Rail Services mail and express facility just south of the station, an Amtrak Material Handling Car is unloaded using the SCAT transloading unit and a converted boxcar which provides dock space for two trucks at once** (left). **New station signs indicate Amtrak's presence near Louisville** (above left). **Santa was on hand for the inaugural reception on December 18th, which also included Amtrak equipment tours** (above).

BOOK DEPOT



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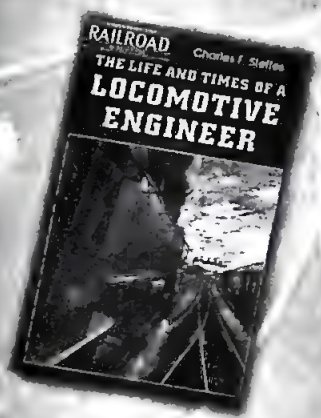

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On The Menu

News and detail on dining by rail — by JAMES D. PORTERFIELD

Refund realities

AS I PREPARED my 1999 tax return, and the counter in the upper right corner of my computer monitor fluttered into "refund" territory, my thoughts turned possible uses for the windfall. "Why not," a little voice asked me, "buy a vintage railroad car?" Given the content of this column — one must never, after all, stop looking for future write-offs — perhaps a dining car?

To whet my appetite to the possibilities, I turned to my nearby stack of back issues of D.F. Barnhardt & Associates' *Railroad and Tourist Rail Newsletter*. Barnhardt is one of the nation's largest and most respected brokers of railroad and tourist rail equipment. Among the newsletter entries were these dining car offerings:

- Dining Car No.8096, ex-Union Pacific, ex-Amtrak, built in 1949 by ACF, with complete kitchen and 48 seats, price not listed.
- Canadian National Dining Car No.5410, an 85-foot kitchen, dining and storage car built in 1946 by Canadian Car & Foundry Company, reasonably well outfitted but needs some restoration, for $30,000.
- *Catumet* Cafe Car, built in 1957 by the Canadian Car & Foundry, formerly a CN Cafe Car, comes with a full kitchen and a 16-seat serving counter, for $75,000.

"I don't recommend those to you," says Dave Barnhardt, "unless you operate a tourist line. There is a very limited market for dining equipment. Those cars were created for a specific purpose." I once met Dave's representatives at an AAPRCO convention, and have enjoyed his newsletter ever since. With pictures and floor plans also of sleepers, lounge and parlor cars, private cars, steam and diesel locomotives, road trains, cabooses, assorted freight and baggage cars, virtually anything and everything to do with rail operations, in either standard or "small" gauge, for sale, they make fun reading for the arm chair railfan as well as the genuine shopper.

Such equipment becomes available for a variety of reasons: The death or declining health of an owner; a business deal wherein the company owning the equipment is bought and the new owners don't understand or want to deal with, say, a business car; a realization by an owner, whose circumstances may have changed, that it is too expensive to keep up a private car; divorce (need I say more?) or a change in a company-owner's policy that results in a decision to get rid of the equipment.

"When these things happen, what are you going to do?," asks Barnhardt. "Run ads in magazines, then deal with lots of unqualified callers?"

"Say instead I'd turn to you," I ask, "What'll that get me?"

"We work pretty much like a real estate agent," Barnhardt replies. "You list it with us and we'll write up a contract. We prepare the photos and data sheets you see on our web site and in our magazine. We go to the over 10,000 names in our database to quickly seek out qualified potential buyers. Once we find a buyer, we handle the negotiations and oversee the closing."

Some changes of ownership are complex, involving interstate transfers of title, taxes and more. "You'll have buyer and seller in two locations, and the car at a third address," Dave adds.

What about delivery? "The sale is usually 'as is, where is,'" Barnhardt points out. "The buyer pays to move it." And warranties? "Generally none," Barnhardt says. "Exceptions include whether the car is Amtrak-compatible, whether it meets FRA interchange requirements, and whether or not it can be moved.

"Revenue cars, the coaches, diners, table cars, display cars, those go to tourist and excursion operators," says Barnhardt. "While the fully restored, Amtrak-compatible private varnish get a lot of attention and draw individual buyers, such cars make up less than ten percent of our equipment sales." Other Barnhardt revenue comes from brokering rail equipment of every description, including whole train sets — "We sold the nine-car *Florida Fun Train* to the Alaska Railroad for $3.6 million"; from buying, restoring and reselling rolling stock — "I have a shop working on eleven boxcars right now"; from appraisals — "We recently established an insurance value for 22 freight cars for a major Northeastern railroad"; from locomotive sales; from the legal community to settle estates, assist in property transfers during a merger, and the like; from auctions and from advertising in the company's magazine. Visit the firm's web site and you'll even find stationary facilities, restaurants, diners and homes, that conceal — not too well, one might add — a former piece of rolling stock. A fast-growing segment of the business is overseas transactions.

Alas, in the end, my infallible computer dribbled my refund down to where I would need to add at least one zero onto the back of it to buy and move a car here. To buy one certified to run on Amtrak, I'd have to add at least two zeros and do a bit of multiplication as well. Now I plan just buy a round-trip ticket to Philadelphia on Amtrak.

Note that all equipment described here may not be currently available. For complete and current availability, you can visit D.F. Barnhardt & Associates' inventory on the web at *www.trains-trams-trolleys.com*, or subscribe to his new, expanded *Railroad and Tourist Rail Magazine*, which now includes articles about, as well as illustrated descriptions of equipment available for purchase, for $22.00/year by check, Visa or MasterCard, from the company at P.O. Box 1088; Mount Pleasant, NC 28147; telephone 704/436-9393 or by email at *dfba@mindspring.com*.

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ

IN THE WAKE OF BNSF + CN .....
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SOMEWHERE IN TEXAS...
¡BUENO! ¿CÓMO? ¡HABLE INGLES, HOMBRE!
AMARILLO
ELSEWHERE IN TEXAS...
WENNER YAWL GWANNA KWICHYER YAMMERIN' AN GIVUSS THUH ROAD SO WEEKIN HAHBAWL THISYERE PUPPY?
ANY TRAINS YET ?
NO, BUT THEY'RE SENDING A U.N. NEGOTIATING TEAM.
VIVA LA FREE TRADE AGREEMENT!

Confused? See page 54

Camera Bag

Your guide to railfan photography

by JIM BOYD

Computer basics for railfans

ONE OF THE FASTEST-GROWING "markets" for railfan photography is on the Internet, in the form of website images or just picture swapping among chat buddies. By this I am not referring to markets for pay like magazine publication, but as an increasingly popular use for your photography. Since computers can be the realm of tekkies and geeks with a language and lingo as complex as the railfan world, permit me to spend a few of these columns on the basics of computers, the Internet and websites.

To begin with, I'm a geek. But I am not a "computer geek." There's a big difference. I know about Dash 8-40CW's and Walschaerts valve gear, but I still can't tell my ROM from my RAM, and megabytes are what I use to chew my Chili-Mac. What I'll be getting into here are the basics in, hopefully, layman's language. If you're a computer geek who can argue with me over splitting cyber-hairs, this is not meant for you. And just for the record, I'm not making all of this up but am working with my own computer geek, a mad 23-year-old genius by the name of Neils Olesen, who makes a living at this stuff. I ask the question, and Neils explains it to me in computer jargon, and we then work it back and forth until I can repeat it back to him in simple language that we can both agree upon and understand.

So let's begin with the "on" switch.

In consumer computers there are two popular "platforms," which are a combination of the specific "hardware" and its related "software." The hardware is the computer box itself, but hardware is just a useless chunk of humming stuff without software, which is the "operating system" that turns the box into a computer that can do useful things.

Every computer you buy off the shelf will have a basic operating system software already installed in it, which gives the box the ability to simply think like a computer. Then it's up to the user — that's you — to put in applications and programs that give your computer the ability to do the specific tasks that you want it to perform. As a railfan, you probably don't need a heavy duty business bookkeeping and inventory program or a high-powered drafting system. But you will want some kind of word processing program to make your computer work like a typewriter, as well as an Internet connection system and probably a photo editing program so you can create, view and transmit pictures.

There are two popular and distinctly different "platforms" on the market today: PC and Mac. The PC stands for "Personal Computer" as developed by IBM and supported by the MicroSoft operating systems. This is by far the most common and popular system on the market today. The PC is the Baldwin of the computer world — rugged, utilitarian and everywhere. The MS-DOS (MicroSoft Disk Operating System) software that it uses was developed as a business, writing and calculating tool that uses written commands to call up and execute operations ("OPEN," "READ," "RUN" etc.).

MS-DOS is actually a program which takes English language command inputs and translates them into an internal "machine language" that the keyboard operator generally never sees. The MicroSoft/IBM PC system was commercially opened up to permit anyone to create software that would run on it, which caused the PC to instantly become the industry standard, even though it was not necessarily the technically best system in the field. Nearly all consumer programs from word processors to video games were written for the PC.

Mac stands for Apple's Macintosh, which was designed from the onset as a graphic-oriented point-and-click interface, using a mouse and symbols or "icons" instead of keyboard-written words to execute commands. The Mac pioneered the use of little image icons to activate various functions. If you wanted to use your word processor, you'd just click the pointer with the mouse on the word processor icon, and the program would open up.

Because of the swiftness and simplicity of the icon system, the Macs worked extremely well with photo, graphic and design programs like PhotoShop and Quark Xpress and became the favorite of the publishing industry for desktop publishing operations, while the PC was dominating the business and entertainment realms. Mac was like

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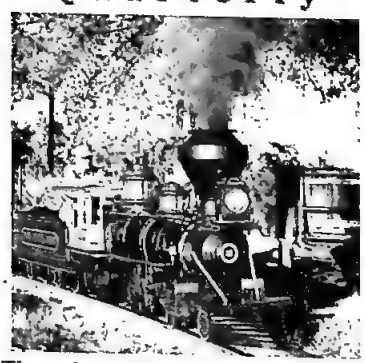

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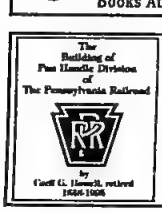

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Apple was able to keep its operating system under tight control because its Mac software was partly imbedded in the hardware and partly stored on the operator's disk, whereas MS-DOS was strictly an above-the-hardware system. Thus, while anyone could write programs for MS-DOS and load them on a PC, only Apple could build a Mac and install the Mac operating system. If you wanted to develop Mac software, you had to work directly with Apple. Within the past few years, however, Apple has loosened its control and made it easier for outsiders to develop Mac programs.

In the late 1980s, the Mac-style mouse and graphic icon concept became so popular with the consumers that the booming IBM/PC industry was forced to come up with a program that would make the PC look and act like a Mac. The result was the MicroSoft "Windows" programs that gave the PC a screen appearance and icon function very similar to that of a Mac. Windows became an immediate marketing success. But Windows was a very large program and required a lot of memory and occupied a lot of the computer's "attention span" simply to keep running, which tended to slow down the operation of the programs themselves. The requirements of Windows spurred the rapid development of faster calculating chips like the Pentium and new computers with lots of memory — which also prompted Mac to develop its new generations of "PowerPC's."

The secret to any computer is the speed of its processor and the amount of memory available. The whole "Y2K Bug" flap was created decades ago when the infant PC's were slow and memory was extremely expensive. The "19" in the date simply took up too much memory space. To give you an idea of how fast things have progressed, a Furby talking toy has more computing power and memory inside it than the entire NASA Lunar Lander that delivered men to the moon! The Macs never were threatened by Y2K, because they were Y2K compliant from the very first experimental model.

For most home and railfan use, either a PC or Mac will work equally well for personal use as a word processor, Internet machine and photo manipulator. My advice is to see what your family and friends use and get the same type of machine. If you have a friend or relative who is a Mac guru or a PC wiz, go with that brand. It's always a big help to have the friendship of a computer geek!

A few years ago at R&R, I was using an IBM 486 PC with a 60-MHz processor, and it was the hottest machine in the building. The R&R's of the mid-1990s all came off that machine. When I bought my own computer in early 1998, which was going to be used mostly for magazine and book work, I bought a PowerMac, which was perfectly compatible with the system that Morning Sun Books' printer was using. I got a 120-MHz PowerPC 7200, which was only slightly slower than their top-of-the-line box of that time and was twice as fast as my 486. Today my 7200 still does the job pretty well, but it crawls compared to the new G3 or G4 Macs with 400-plus MHz!

As they say, "If your computer is working perfectly, it's obsolete."

Videos

Reviews of new releases

Steam Through the Piney Woods

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333; 75 minutes, $29.95 plus $4.00 shipping. CA residents add 8.25% sales tax.

Texas is a vast place, and its meaningful railfan targets-of-opportunity can be a long way from anywhere. However, the 25-mile long, state owned and operated Texas State Railroad is just three hours north of Houston and materially closer to Dallas-Ft. Worth. The best time to visit the line is when it first opens in March (as Pentrex did), when the sun is out and low and the weather cool. While steam purists might prefer to see the railroad shot in black & white in order to hide the locomotives' colorful liveries, the operation offers a nice, genteel ride, the stations at Rusk and Palestine (both different, and built to replicate common American railroad station styling) are well worth seeing and the shops at Rusk have a "welcome" mat out for railfan visitors.

Blair Lovell, Chief Mechanical Officer, recounts the history of the line and its locomotives (the ATSF 4-6-2, circa 1911, is my favorite — if only we could paint it black . . .), describes the shops, and shows off Texas & Pacific No.610, a 2-10-4, which is stored in Palestine in a purpose-built building (though we get to see it outside). There are a number of good historical and mechanical anecdotes all around. The 4-6-2 (No.500), and 2-8-0 No.300 (1917 Baldwin) are the engines we see pulling the oxide red passenger cars. We also see their tastefully painted Alco RS2 in the yard, several other vintage diesels and freight cars and two steam engines in the shop being rebuilt. About a third of the tape is spent on transferring knowledge to us, with the balance a good blend of a variety of camera angles covering trips with both engines. The grades are covered (yes, they are in the woods) and most other angles you could get on a lineside visit, plus others.

The line can be difficult to shoot and "unscenic" for fussy shooters, but Pentrex has done about as good as you can, skillfully combining cab footage with trackside runbys to give a very smooth presentation. The editing and narration completely and accurately show how the line is operated from one end to the other with the meet in the middle. The tape is technically fine and the editing good and in precise geographic order as we move down the line. While the engine paint is "off," the stack talk on the couple of grades is good, the whistles haunting and the bells ring true.

Only you know if you are interested in this subject. But for those of us who like to see a well-run tourist train operation, very much geared to the public — but with good maintenance and solid operations (and government owned, no less) — this tape is a

good choice. The only thing missing are shots of the engines down for repairs, such as ex-Magma Arizona 2-8-2 No.400 (painted black). For those who want to experience a railfan-oriented operation, take part in the Gulf Coast Chapter/NRHS's annual railfan weekend on the railroad in the spring. Watch R&R's TIMETABLE section for details. — *TOM KELCEC*

Union Pacific Titans of Winter

Produced by Gandy Dancer Productions. Distributed by UP Steam, 201 East 17th St., Cheyenne, WY 82001; 30 minutes, $20.00 plus $4.95 shipping.

Perhaps nothing beats the visual imagery of a rotary snow plow. And few would suspect that the UP had such a varied history with them, or much use for the beasts, but such is the case. Even so, not much has been produced on the UP's early snow-clearing efforts. This tape nicely fills this gap in documentation by showing us the evolution of the UP's operation via archival movies, black & white stills, modern video for today's coverage and a well-scripted narration done by the UP Steam Crew's own Bob Krieger. We learn of each plow bought (type, road number, when, why, where used) starting with the 1880s. We also learn where they were stationed, acquisitions and dispositions following mergers and so on. The last steam rotaries were ordered in 1950. The diesel-electric plows used now were home-built in Omaha, and their specifications are covered. Our onboard and trackside scenes include operations on the Yellowstone branch, Coalmont branch, and on the Kansas Pacific, the latter runing at blistering 25-30 m.p.h. wedge plow speeds.

Image quality ranges from good to excellent, including the film transfers, and the audio is good. Editing is straightforward. The knowledge imparted and visual scenes are a must for UP fans, as well as fans of winter railroading in general. A nice effort that fills a definite void on the market. Way to go, Bob. — *TOM KELCEC*

Flangers, Spreaders & Rotary Snowplows, Southern Pacific Film Archives Volume II

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Other than Cumbres Pass, when one mentions railroads and snow, the first thing that pops into most people's minds is Donner Pass. The heavy wet stuff, called "Sierra Cement" by some, has caused the railroad trouble for years. Here we see three escalating levels of mechanical equipment attacking Mother Nature, depending on need.

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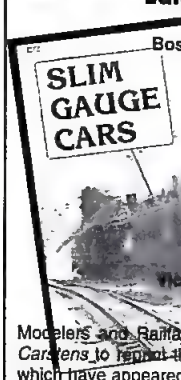

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We are introduced to the area by views out the front of a Cab Forward as it climbs eastbound into deeper and deeper snow, quick shots of buried Norden, the snowsheds (most now gone) and so on. Next come mostly on-train and some trackside views. The first equipment we see are flangers, here pulled by a 2-8-0 and, later, by EMD hoods. We ride the flangers and diesels, and get long shots of the flanger doing its thing and the blade action. Deeper snow calls for Jordan Spreaders, which we ride and witness in quite good views. Being pushed by a Cab Forward is a nice touch here. Last and best are the steam-powered rotaries. Two AC's are coupled, tender to tender, for reasons explained, and their 32 drivers push pretty well. We spend a lot of time at the rear of a camera train just ahead of a rotary being pushed by black widow F-units. Some of the scenes are a little distant, but it's one nice pace from the best platform money can buy.

There are trackside views, too. Rare footage includes several shots of the *City of San Francisco* trapped in the snow at Yuba Pass in 1952 – the first movies I have seen of this. We end with some views of Snowcats, freight trains pulled/pushed by steam and diesel (more freight car footage than locomotives) and midtrain helpers.

As with *Volume I*, this footage is mostly pristine, corporate 16mm color shot in the 1950s, well transferred and with very good dubbed sound. Many of the angles are unique and could only be done under such sponsorship. There is more diesel than steam engine footage here, but it is all vintage and most worth a second — and third — look. One could wish for more Cab Forward footage, or more trackside scenes, but it's a very fine collection of rare, vintage scenes as is. — *Tom Kelcec*

The 20th Century Limited on TV
The Western Pacific on TV
Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333; 30 minutes each tape, $19.95 each plus $4.00 shipping. CA residents add 8.25% sales tax.

Well, I think I missed these when I was six years old in the mid-1950s. Must have been watching *Howdy Doody* on the other channel. At any rate, here are copies of two *live* television shows done back when the effort to do remote hookups with multiple reporters and venues must have taken days to set up with wires — no satellites then. It's amazing what the networks tried to accomplish, and did. To me, these tapes, obviously B&W, are nice for their nostalgia and novelty value rather than detailed railroad technical or knowledge content and quality of imagery.

The *20th Century* show has shots of Grand Central Terminal's concourse from ceiling height, a chart of the vast trackwork underneath, the train's staff (five chefs!), the inside of Tower A, the *Century* as it departs the station and conversation between Alistair Cooke and the engineer as they travel north to Harmon (how did they do that, if it's real?). Note how many people it took to sell tickets before 800 numbers and options such as "to be insulted, push 76." We also get to see a young-ish David P. Morgan ad lib next to the *Century* as it is late leaving by 5 minutes (the New York Central flubbed this silver-platter opportunity).

Out in Oakland, under pouring night skies, the weekly series *Success Story* visits the Western Pacific's terminal and we are introduced to three locomotives that enter from stage

About this month's RAILFUN cartoon . . .

A few thanks and translations are in order for this issue's RAILFUN cartoon (**page 51**). First off, cartoonist Curt Katz would like to credit John Godfrey of Semaphore Services for the French, Suzanne Katz (the — ahem — cartoonist's wife) for the Spanish, and the cartoonist(!) for the Texan. (It should be noted that neither Suzanne nor her husband are native speakers.)

Now, for our non-French, Spanish or Texan-speaking readers, we offer up the following translations for the dialogue in each panel.

First panel dialogue translation: "Rail Traffic Controller [Dispatcher] François calling signal maintainer Hernandez, can you give me Track One yet, if you please?"

Second panel dialogue translation: "Hello? How's that? Speak English, man!"

Third panel inscription on locomotive: "Town of the Burlings - Northern and Holy Faith & Canadian National." (That's the literal French translation of "Burlington Northern and Santa Fe & Canadian National," or so we're told. . .)

Third panel dialogue translation: "If you please, gentlemen, will you conclude your conversation so that we may proceed with the business of operating trains?"

R&R associate editor Fletcher was heard to comment about cartoonist Katz, "I'll tell you wut, that boy ain't right." — *S.B.*

center, rear. First, 4-4-0 No.12, the *Genoa* (being b&w, the host has to describe the livery), used at the 1939 World's Fair. Second, steamer No.94, heading up the Railway & Locomotive Historical Society's PV *Gold Coast* (Lucius Beebe's old car). Last, we are introduced to a new F-unit with comments about the demise of steam. The balance of the tape has various b&w promotional film views of the *California Zephyr*, from a few scenic runbys to many views of the behind the scenes work at Oakland — the commissary and laundry, cleaning the train, diesel shops, and so on. Not as good as the GCT show, to me, but rare, as it highlights the WP. — *Tom Kelcec*

Steel City Traction 2: West End Story

Transit Gloria Mundi, 36 E. 27th St., Dept. B-77, Baltimore, MD 21218, 800/428-7003; 48 minutes, $39.95 plus $3.00 shipping. MD residents add 5% sales tax.

Some 50 years ago, when visiting Pittsburgh, I saw the cars coming and going across the Point bridge, but I never had the time to take a trolley and find out what happened on the other side of that bridge. What went on there is the subject of Transit Gloria Mundi's latest videotape, *Steel City Traction 2: The West Side Lines*.

I am happy to say that Carl Schultz, the mastermind behind Transit Gloria Mundi, has done it again. As always, it is an outstanding video in terms of the subject, the editing, and the picture and sound quality. He takes us across the Point bridge in films taken in the late 1950s by Raleigh D'Adamo and Russ Jackson, with additional footage by Charles Dengler, Art Ellis and Richard Kehm. We travel along a number of lines in the 45-minute video, visiting such places as Carnegie, West Park and Heidelberg (no, not the one from *The Student Prince*). Each route is introduced by a computer-generated video map. Points of interest are shown and a miniature car takes us along the route we are about to visit, so we can get some feel for what it is we are about to see in the movies. This does a great deal to help orient the visitor; the route structure is quite complex, largely necessitated by the terrain in the Pittsburgh area.

The video is very satisfying and very interesting and offers insight to a time long gone by. The video ends with a fascinating short piece on how digital editing helps improve the film. It is quite remarkable how the picture is sharpened (particularly important for eight-millimeter movies), and how the exposures are balanced, the colors matched and the jiggle of hand-held cameras eliminated. There is discussion of inserting the sound. The trolley noises that you hear and the noises of the neighborhood are so realistic that you swear that the pictures were taken just the other day with the latest in video cameras. This video is a must for the traction fan and for those who are interested in the Pittsburgh region. — *George M. Smerk*

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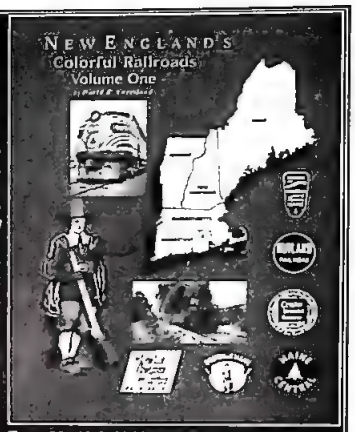

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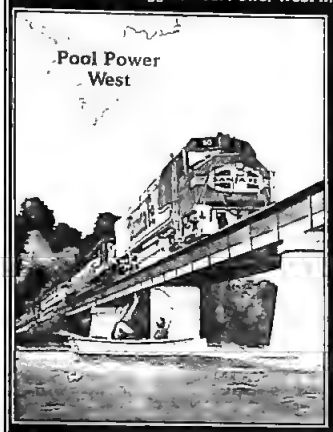

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Changes in the

CHANGES ARE COMING to the Caltrain commuter rail service between San Francisco, San Jose and Gilroy. Over the summer Caltrain replaced track in two tunnels, which is only a small part of the many changes coming to Caltrain. In the future the service will be converted into a virtual rapid transit system. First will come the rehabilitation project approved by the Caltrain board, expected to cost in the neighborhood of $460 million. Second will come electrification of all 77 miles of the rail line. The additional estimated cost for the electrification is $376 million, for a total of $836 million.

New Caltrain cars began arriving in September 1999. It is expected that 20 of the new passenger cars will be delivered by May 2000. Each of the new cars will be equipped with two wheelchair lifts; the six cab cars in the order will have bike racks installed.

Another major change in the region is the December opening of the San Jose's Tasman West light rail extension. The light rail line and Caltrain will share a station at the Mountain View transit center. The Tasman West station of the Santa Clara Valley Transportation Authority was scheduled to open just before Christmas 1999. In addition to the light rail line, buses and shuttle vans will also serve the transit center to connect with employers in Silicon Valley.

South Shore cars in Bloomington

As part of the prelude to the 16th annual Hoosier Traction Meet, several of the 1920s-vintage South Shore Line cars owned by the National Park Service were brought to Bloomington, Indiana. When the old cars were retired in the early 1980s, the National Park Service acquired a half dozen. Some of them were restored cosmetically. The original intention was to run them somewhere in northern Indiana, but this proved not to be feasible. Working with Indiana Rail Road's President Tom Hoback, the idea emerged that eventually the cars might be operated in museum service in the Bloomington, Indiana, area. The cars were brought to Indiana in the late summer of 1999 and are stored on the property of the Indiana Rail Road.

As a money raiser for the George Krambles Transit Scholarship program, an interesting idea was hatched. Those attending the 16th annual Hoosier Traction Meet in Indianapolis were invited to take a premier ride on the South Shore cars along the Indiana Rail Road. On the morning of September 10th, an Indiana Rail Road diesel locomotive and two vintage South Shore cars operated from Bloomington west along the Indiana Rail Road for about 20 miles to the Tulip Trestle. This structure is one of the longest and the highest rail trestles in the United States, and it is quite an unexpected facility to find in south central Indiana. A group of about 35 happy rail enthusiasts, including yours truly, Bill Middleton, Bill Warrick, Dick George, Bob Stacy and many others enjoyed the trip. Eventually it is expected that the cars will eventually see service on special runs between Bloomington and Lake Lemon. This run will feature a trip through one of the few railroad tunnels in Indiana and a venture out onto a high trestle over a portion of Lake Lemon. The details need to be worked out and the trips will not take place until some time in the future. Many thanks to Norm Carlson of the Krambles Transit Foundation and Tom Hoback of the Indiana Rail Road for making the trip possible.

After the fun trip the group drove to Indianapolis for the Hoosier Traction Meet. A special feature of the Meet was a talk George Krambles gave of a biographical account of his career and a discussion of his work in the transit industry. Another major feature of the Meet was a presentation by Earl Clark about Cincinnati Street Railway. Unfortunately, George Krambles passed away shortly after the meet on November 24, 1999.

Congratulations to APTA

Congratulations to the American Public Transit Association on its 25th anniversary. APTA was formed through the merger of the American Transit Association and the Institute for Rapid Transit on October 17, 1974. The ATA was the trade organization for the largely bus-oriented transit industry as a whole; the IRT represented rail transit and commuter railroad properties. The origin of transit trade associations was the American Street Railway Association, formed December 12, 1882. The ASRA was founded to represent operators of horsecars and those involved in the introduction of cable cars.

Several other associations were formed over the years. The earlier organizations eventually evolved into the American Transit Association in 1932 to reflect the increasing importance of the motor bus and trolleycoach operations in the United States. The Institute for Rapid Transit was officially organized on June 7, 1961, but actually its roots go back to the Electric Railway Presidents' Conference Committee that was organized to develop the PCC car. APTA has done an outstanding job representing the transit industry at the Capitol and Federal Transit Administration; APTA has worked vigorously to see that the

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

wind for Caltrain

federal government provides adequate funds and programs to support improvements in mass transit over the years. APTA's efforts have been responsible for much of the recent growth in urban rail transit. Again, congratulations to APTA.

Trolleys in Lowell?

Yes, yes, I know there are trolleys at the National Park Service historic operation in Lowell, Massachusetts. But now the Lowell National Historical Park and officials of the city want to expand the Lowell trolley line. The idea is to run streetcars from LeLachure Park, past the to-be-redeveloped Lawrence Mills by the Tsongas Arena and then to the river. The cars would move along a viaduct along the Merrimack River, under the Bridge Street bridge, over the Concord River, past the Lowell Memorial Auditorium and end up at Middlesex Community College. Added to the proposal, from Middlesex Community College a trolley line would run up Merrimack Street and connect to the existing trolley service. Lawrence A. Shelvey provided the information. According to Mr. Shelvey, the first portion to be built would be an extension to the Gallagher terminal where the trolleys would connect with the Massachusetts Bay Transportation Authority commuter rail as well as Vermont Transit and other bus service. The idea is that the Seashore Trolley Museum would participate in this and rotate vintage and history cars in and out of service. The museum would not operate the cars, but its large collection of historic streetcars could be seen and enjoyed by a much larger audience.

San Francisco progress

The date for start-up of the northern Waterfront line serving Fisherman's Wharf in San Francisco is Saturday, January 22, 2000. The Market Street Railway will provide more information about the opening on its office voice mail at 415/956-0472.

More vintage equipment is needed to operate the F-line down Market Street and then along the Embarcadero to Fisherman's Wharf. This is one reason Peter Witt-type cars from Milan, Italy, were purchased to add to the fleet of restored PCC cars.

Apparently the trouble-plagued Boeing Vertol cars will have to stay in use for another two to four years. Alstom has the contract to rebuild and renovate the couplers, brakes, electrical contacts and the doors of the troublesome cars so that they can continue until all of the new Breda-supplied cars have been delivered. Thanks to Market Street Railway, P.O. Box 425063, San Francisco, CA 94142-5063, 415/956-0472.

Trolley rope, retrievers and catchers

The Rock Hill Trolley Museum operated by Railways to Yesterday, Inc. (P.O. Box 1601, Allentown, PA 18105) found that it had to do some detective work to find out where to buy trolley rope. This commodity is used on cars equipped with trolley poles. It turns out that it is a special variety of rope. The museum found that the original supplier, the C.I. Earll Company of York, Pennsylvania, had closed its doors. The museum purchased some No.8, No.9 and No.10 rope from alternate supplier Elisha Webb & Sons Company in Philadelphia.

Street railway headlight bulbs are also a matter of concern to maintenance managers. The Aamsco Lighting Company believes that it could reproduce 56- and 94-watt street railway headlight bulbs and also thinks that it could reproduce carbon and zigzag filament bulbs used in the cars. Other street railway specialty item are retrievers and catchers. The museum found a source for them, too.

Searching for trolley parts on-line is part of the new wave of activities in the computer age. Those who would like to check out the site can try to reach Paul Ganter at *Reading@vicon.net.* You may also check *www.readingrailroad.org.*

Flashes

Commuter rail service in the Chicago area is provided by **METRA.** Metra is now planning its capital budgets for future, which will include investments to help the physical separation of commuter and freight traffic. The rail network in the Chicago area is the heart of America's freight system and many of the busiest freight lines are also used for commuter rail. Interlocking facilities will be improved and construction of grade-separated rights-of-way will be carried out to remove conflict with highway vehicles. Passenger train control will be installed over time to automatically assure that safe distances exist between trains. Satellite-based control of train movements are likely to be a part of the changes offered by Metra. Metra has also finished studies on an outer circumferential commuter rail service; it will be delivered on the Elgin, Joliet & Eastern railroad. An inner circumferential service is planned to utilize the Indiana Harbor Belt and the Belt Railway of Chicago freight lines. Implementation of this service is well in the future and will not be easy to carry out on the busy freight lines.

The **GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY** has run into a road block in an attempt to extend its Red Line rapid transit service westward to serve Olmsted Falls and Berea. Thanks to Otto Geissl for the news.

George Isaacs writes that Governor Jesse Ventura of **MINNESOTA** is a major reason for the state's new emphasis on public transportation. The Ventura administration is attempting a major shift of transportation money from highways into mass transit. Governor Ventura may ask the legislators for a gas tax increase for the first time in ten years in order to carry out as many key highway projects as possible, along with transit improvements.

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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Hesston Steam Museum

CHANCES ARE, unless you live along the Indiana-Michigan border, you haven't heard of the La Porte County Historical Steam Society. And that's too bad, because if you'd heard of them, you'd know that this group maintains and operates a very diverse assortment of railroad equipment at their show grounds in Hesston, Indiana, including several locomotives built and used in foreign lands. Steam engines, in four different gauges, are the primary focus, although there are several examples of diesel and gas locomotives, steam tractors, threshing equipment, stationary engines and even an operating steam crane in the collection.

The Hesston Steam Museum began in 1957 with its first steam show. Back then the group was known as the La Porte County Thresherman's Club, and the primary focus was farming equipment. But there were members of the group interested in railroading, and during 1964 two club members, John P. Edris and Jack Keane, purchased a two-foot gauge 0-4-0WT from Elliott Donnelley of Lake Forest, Illinois. This engine, which was built by Henchel & Sohn in 1935 for Gruen & Bilfinger of Mannheim, Germany, was outfitted with a tender in 1965 and first gave rides at Hesston during the 1966 show. That same year construction began on the Society's dual-gauge (24" and 36") line, which was completed in 1969. The "Flying Dutchman Railroad," as it came to be known, featured a two-mile main line run through the woods and a steep climb up a 4.5% grade. In later years, 14" and 7.5" gauge railroads were added, each with separate main lines and routes.

Since 1964, the museum has acquired a wide variety of steam locomotives, and most of them have operated at Hesston at one time or another. The largest engine in the collection is former New Mexico Lumber Company three-truck Shay No.7, which was built by Lima in 1929 for service over narrow-gauge rails in McFee, Colorado. When the Shay proved too large for the company's tracks, it was sold to Hofius Steel & Equipment in Seattle, and then resold to the Oregon Lumber Company, which used it to switch their mill in Baker City, Oregon. Elliott Donnelley purchased the engine in 1961 and ran it for a short time on the Black Hills Central tourist railroad at Hill City, South Dakota, before bringing it to Hesston in 1970 where it was restored by volunteers over a five-year period. In an unfortunate incident, the Shay was badly damaged during a shop fire in 1985 and has not operated since (the fire also destroyed much of the Society's three-foot gauge equipment along with the shop, and damaged several other locomotives as well). No.7 is currently under repair and the Society hopes to have it back in steam within the next two years.

Former United Fruit Company (of Guatemala) 2-6-0 No.2, a three-foot gauge Porter, ran on the Flying Dutchman for many years before it, too, was damaged by the 1985 shop fire. Today it's in storage along with Darjeeling-Himalayan Railway 0-4-0ST19-B, a two-foot gauge steamer from India, which itself pulled many a tourist train after donation in 1982. Although 19-B was involved in the 1985 fire, damage was minimal and the engine returned to operation in 1986. Unfortunately, a crack in the all-copper firebox sidelined the engine two years later and it has been in storage ever since. The aforementioned 0-4-0T Henchel, which powered the first trains in 1966, was recently sold (along with a similar engine) to a resort hotel village in Leavenworth, Washington, whose owners plan to use them on a short loop of track around the complex.

Today you'll find that most trains at Hesston are pulled by either a CSK 0-4-0ST or former Deutsche-Reichbahn 0-8-0 No.99.3361, both of which were last owned by the Mecklenburg Pommersche Schmall Spurbahn Railway in East Germany. These locomotives, along with two others, were brought to the U.S. in the early 1970s by Dr. George Mohun for his proposed steam museum in Novato, California. After the project fizzled, the steamers were stored and later offered for sale to the Society in 1986. After shipment to Indiana, the CSK 0-4-0ST was fired up in August 1987, and has been the main operating engine ever since. It was in remarkably good condition when it arrived, having never once operated since it was built at Czechoslovakia's Skoda Works (CSK) in 1940! Apparently, every owner stored the engine (the last one for some 31 years), and it is essentially in brand-new condition. The 0-4-0ST needed only to be inspected, cleaned and lubricated before its first fire-up and operation.

In not as good as shape as the CSK, the 0-8-0 No.99.3361 needed much boiler and firebox work before it could pull the Society's weekend passenger trains. A 1938 product of Orenstein & Koppel, the 0-8-0 first steamed at Hesston in 1993 and has since been a regular fixure on the operating railroad. It is restored to look as it did when it worked for the Deutsche-Reichsbahn with a black boiler and red running gear — very different from North American steam locomotives. For a time in 1997, the engine operated without superheater units while they were being repaired, and the boiler was reflued in 1998, which will allow it to run for many more years.

Passengers at Hesston are accommodated in two home-built passenger coaches on the 24" gauge line, or in three 36= gauge open-air cars and a caboose that was purchased in 1998 from the Cedar Point & Lake Erie Railroad (Cedar Point Amusement Park) at Sandusky, Ohio. There is also a 36" gauge open coach car, the *Melodia*, which was purchased from the Carolwinds amusement park shortly after the shop fire (all of the remaining three-foot gauge equipment, including many former Denver & Rio Grande Western cars, were lost).

There are also a few diesels that are

In Focus

News-feature

THREE PHOTOS: LARRY R. STILES

SANTA CLAUS *took to the rails again for Christmas 1999, including a ride on BNSF's annual Christmas train which pauses at Eureka, Missouri, on December 11, 1999 (**above**). Earlier that day he was on the Gateway Western at Carrolton, Illinois (**left**) and the following day he rode on Norfolk Southern at Decatur, Illinois, behind Monticello Railway Museum's Wabash F7 1189 (**below**).*

METROLINK, *the Los Angeles area commuter agency, operated its third annual "Holiday" train between December 3-19, 1999. The train consisted of F59PH 852, two passenger cars, a stage show flatcar, another flatcar with a restored 1950s fire engine and a caboose. The train provided a 15-minute musical program at 38 cities, including Covina, California, on December 18th (**below**).*

TOM SAVIO

occasionally used to pull trains, four built by Plymouth and one by Brookville. All are industrial "critters." Two of the units are sometimes used in push-pull operation with the *Melodia*.

And it should be noted that Elliott Donnelley, from whom the Society acquired its first locomotive, later became one of the groups main benefactors. A devout steam engine enthusiast, Mr. Donnelley owned many locomotives in several different gauges — some of which are still in service today at locations ranging from South Dakota to Wisconsin. He served as the museum's president for several years before his death in 1975, and his work with the Society is commemorated today by a plaque at Hesston.

Besides the railroads, the La Porte County Historical Steam Society maintains a working sawmill and several stationary steam engines that run each year during special events and the annual steam show. The grounds are open weekends from Memorial Day to Labor Day, and on Sundays in September and October. Admission to the grounds is free except during the annual steam show held during Labor Day weekend (however, there is a modest charge for rides when trains are running). For more information send a SASE to 2946 Mount Clair Way, Michigan City, IN 46360, or consult the Society's web site at *www.hesston.org*.

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Three centuries!

IN THE EARLY 1950s I was in grade school when I met my first "railfan" friend, Chet French, and began to hang around the Illinois Central railroad yard in my hometown of Dixon, Illinois. Motive power was still steam, with main line 2-8-2s and an 0-6-0 for the resident switch engine. The conductor on the yard job, Terry McGaw, was an old grump, but one of the brakemen, Louie Scott, was always friendly. The only time I ever rode a steam engine on the IC in Dixon was when Louie let me ride the front footboard of the 0-6-0 as it backed down into the Borden Company yard lead behind my grandparents' home.

JIM BOYD

ILLINOIS CENTRAL MAN *Louie Scott recently celebrated his 105th birthday.*

The old conductor retired in 1953, and Louie Scott took over as boss of the job. For the next decade, Chet and I were welcome in the caboose of the Dixon Job with Louie and the new-hire brakeman, Jack Taylor, and veteran brakeman Govie Bates. Steam departed on January 17, 1955 (45 years ago today, as I type this!), when 0-6-0 No.275 was replaced by a GP9. We got occasional rides in the Geep and spent a lot of time in the caboose. This was especially fun when the IC would doublehead with the C&NW Geep to lift the Medusa cement train up the steep grade of the Town Track with the IC Geep leading, followed by the IC caboose and the C&NW Geep coupled behind it. The stereo sound was awesome riding between two wide-open Geeps struggling uphill.

Louie Scott retired from the ICRR in April 1960, and Chet hired out as a brakeman three months later. Since they lived only a few blocks apart, the retired conductor and new hire remained neighbors and friends. Since all the switches on the jointly operated Town Track had C&NW locks, Louie gave Chet his C&NW switch key. They have remained friends over the years. I hired out on the ICRR as a brakeman in 1970 and occasionally worked the Dixon Job with Jack Taylor as the conductor. The hospitality of Louie Scott and Jack Taylor resulted in two eager teenagers ultimately going to work for the Illinois Central. I wrote about Louie and Jack in my book *Illinois Central, Monday Mornin' Rails*, which he has on his desk in his apartment today.

Louie Scott was born on December 2, 1894, and celebrated his 105th birthday in 1999. As of New Year's Day 2000, Louie was proud to boast that he has lived in three centuries: Born in the 1800s, lived through the entire 1900s and he is presently enjoying the 2000s in remarkably good health. I visited him in mid-November 1999, and he was alert and energetic and "the same ol' Louie." His only obvious frailty is deteriorated hearing — other than that, he doesn't look a day over 70. The vigorous life of walking around the yard always kept him in good shape, and even at 105, Louie takes daily walks around the neighborhood of the Heritage Square assisted living retirement center where he has his own apartment.

During my visit, we chatted at length about his days on the railroad. I learned some things about the Dixon Job from Louie that I'd never known before. He described how they had an engine watchman at night to keep the 0-6-0 hot and coaled up from a conveyor on the engine track. When the watchman was unable to do the job, Louie would go down and service the engine. One Sunday he was taking care of the 0-6-0 when the C&NW local came into town and got trapped against the IC switch lead when it came down the steep grade of the "wye" with too heavy a cut for it to shove back up the hill. Louie simply unlocked the IC switch and lined up the empty North Middle track for them to drop into the flat IC yard to get a run for the hill. The move was conducted safely, nobody ever time-slipped for the courtesy, the work got done and the customers were well served. Louie was just that kind of a good railroader.

I was delighted to hear Louie comment about Chet and me that, "I always enjoyed having you kids around. You behaved yourselves and were always safety conscious. When I asked you to sit still for a particular move, you'd do just that; I never had to worry about you guys running around."

There is a secret to Louie's longevity. He has been a lifelong Chicago Cubs fan, and every time the question arises St. Peter just keeps telling him, "Wait 'til next year!"

Louie, welcome to your third century. It couldn't happen to a nicer guy! — *JIM BOYD*

Carolinian & *Crescent* Chronicles

Once again, I used the brief down time between issues to work in an Amtrak jaunt, this time to New Orleans. I rode No.79, the *Carolinian*, from New York's Penn Station to Greensboro, North Carolina, where I switched to No.19, the *Crescent*, for the run to New Orleans. On the return, I rode straight through on No.20, the northbound *Crescent*. This routing allowed me to cover several segments of mileage I hadn't travelled before: the *Crescent*'s route south of Charlottesville, Virginia, and the Raleigh-to-Greensboro segment of the *Carolinian*. (The *Carolinian* uses the route of the *Silver Star* as far as Raleigh, and joins the *Crescent* route in Greensboro, so

there are about 85 miles in North Carolina used only by the *Carolinian* and *Piedmont*.) This routing also, in theory anyway, allowed me to meet up with contributor Ernest Robl for dinner on my six-plus hour layover in Greensboro.

The trip started off routinely enough, with No.79 leaving New York on time at 6:05 a.m. on January 4th. I was glad I'd spent the extra for Business Class seating, as the train was sold out, and twelve hours in a regular Amfleet coach seat would be a bit much. As we rolled south, even the Business Class car filled up. Clearly a popular, busy train. The engine change in Washington, D.C., put F40 No.400 (J.D.I. take note!) on the point, and onward we went.

All was well until about 3:30 p.m. — about 15 minutes north of the Selma, North Carolina stop — when, first, the head-end power kicked out and, then, our power died entirely, and we slowly drifted to a stop in the middle of nowhere — with swamp land on one side, and thick woods on the other. There we sat and sat with infrequent, less-than-informative announcements about our condition. The weather was unseasonably warm, quickly making the coaches hot and stuffy. Getting out for some fresh air would have been nice, but there wasn't any safe place to detrain, and the frequent gunfire erupting from the woods (I'm not kidding!) kept anyone from trying to "escape."

By 5:30, we were still sitting there. "The mechanics are looking at it," the crew said. Six o'clock came and went, then 6:30. Still we sat. Finally, at 6:50 — almost three and a half hours after we came to a stop — the HEP returned. An announcement was made that repairs had been completed and we'd shortly be on the move. At 6:53, we were, finally! This would put me in Greensboro after 10:00, instead of the scheduled 6:34. Ernest, understandably, had given up after three hours, so our dinner didn't happen. Next time, Ernest! The cause of the delay, I found out later, was a broken fuel pump. Things like that occassionally happen, and most people accept and understand that. But no real explanation was offered to passengers on-board. And *that's* something people don't accept or understand — and something they remember the next time they travel.

Otherwise, the trip went reasonably well. On-board employees ranged from indifferent to excellent, with only one ranking as "moderately surly." Amtrak still has some work to do there, but at least the

GEORGE FLETCHER

***DASH 8-P40B NO.822** shows evidence of a past altercation as the Crescent pauses in Birmingham, Alabama, on January 5, 2000.*

Next Month

Coming up in....

RAILFAN & RAILROAD

BRAD McCLELLAND

• **1999 ALONG THE RAILS:** From the Conrail break-up to the workaday local, it was an interesting year to be trackside. Join us for a special PHOTO LINE that looks at railroading as the century draws to a close.

• **PACIFIC HARBOR LINE:** With the Alameda Corridor project and increasing port traffic, there are big changes underway for this Southern California terminal operation. Dave Crammer details the PHL's bright future.

MIKE RAYMOND

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scales are beginning to tip in the positive direction. Dining car experiences on the *Crescent* were excellent — the Maryland Old Bay Crab Cakes were out of this world and the Louisiana Gardener (stir-fired Cajun style vegetables over a baked potato) made for a terrific lunch. The only problem encountered (on No.20, the northbound *Crescent* leaving New Orleans on January 9th) was a shortage of supplies — the commissary did not provide the dining car with onions and several other fresh vegetables used in various dishes and, when I asked for a soda, my sleeper attendent said he was not supplied with the sodas and juices usually provided to first class passengers. The sum total of what the commissary gave him for the trip was two bags of coffee and four bottles of water!

Now, for the most part, I take the delays, mis-communication, occassional crabbiness and missing items in stride. Of course, *I'm* going to ride again. I look forward to it, in fact. But the average passenger doesn't have — and *shouldn't* have — that outlook. If there's a delay, they want to be kept informed. If their omelette is supposed to come with onions, it should have onions. If they ask a question (no matter how ridiculous it might seem), they don't expect to be snapped at. And if they spend a couple hundred bucks for the sleeping car with "amenities," they should be able to get a couple of Pepsis or glasses of orange juice as advertised.

To end on a positive note, though, we did arrive in New York one hour early.

George

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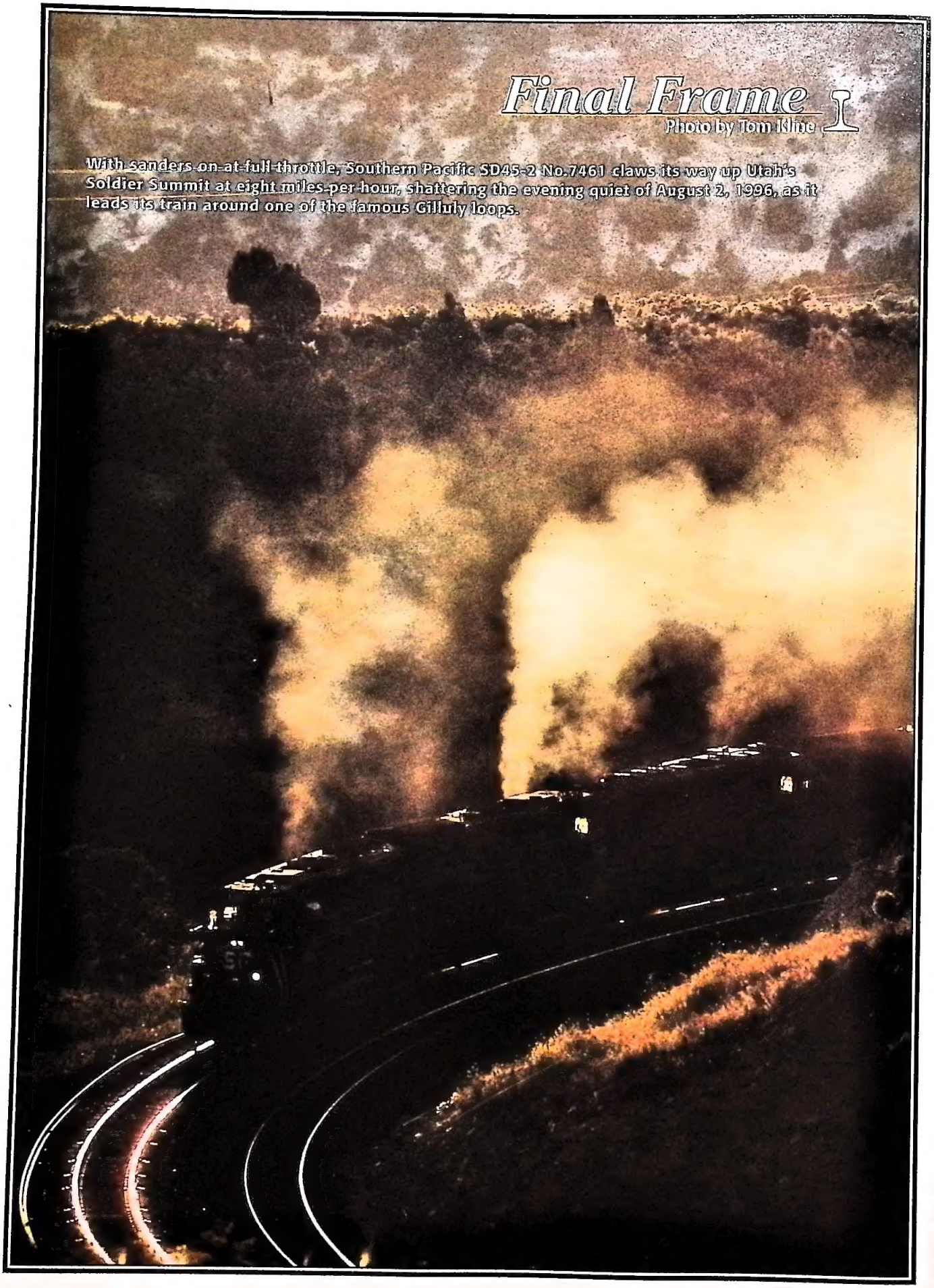
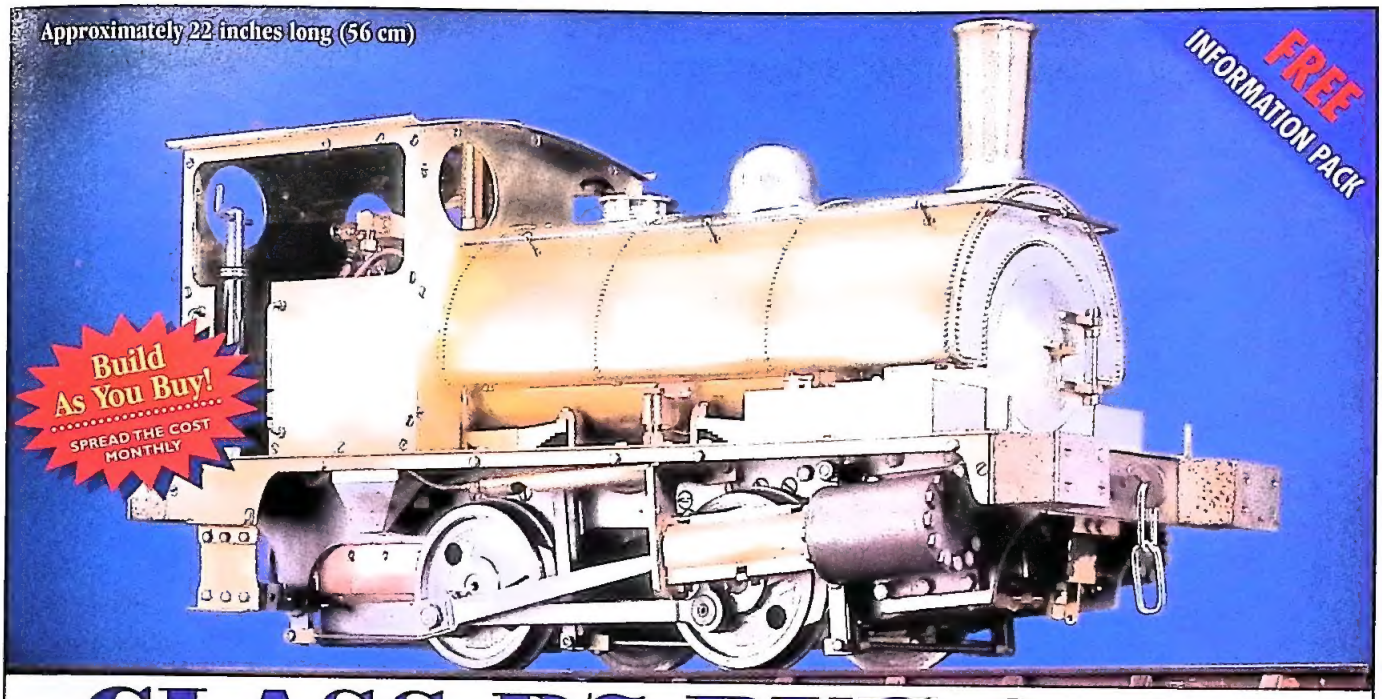


With sanders on-at-full-throttle, Southern Pacific SD45-2 No.7461 claws its way up Utah's Soldier Summit at eight miles-per-hour, shattering the evening quiet of August 2, 1996, as it leads its train around one of the famous Gilluly loops.



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MIKE WADE
FORMER ASSISTANT EDITOR OF MODEL ENGINEER

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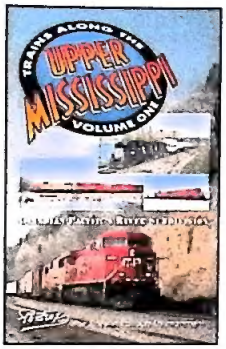
New! Trains Along the Upper Mississippi, Volume I

Canadian Pacific's River Subdivision



Previously operated by Milwaukee Road and Soo Line, the River Sub hosts a nonstop parade of Canadian Pacific traffic along the western shore of the upper Mississippi. Motive power and varied paint schemes from all three railroads appear frequently, such as Milwaukee Road GP40s, Soo Line SD60s, and Canadian Pacific's newly delivered AC4400s. Of special note are a candy apple red Soo Line SD40-2, a CP SD40-2F "Red Barn" wearing the dual flag paint scheme, and plenty of Soo Line cabooses. I&M Rail Link trains also polish these rails, sporting older power such as SD9s, SD45s and SD35s.

107 Minutes #TAUM1 $29.95

New! Trains Along the Upper Mississippi, Volume II

Burlington Northern Santa Fe's St. Croix Subdivision

Pentrex takes you across the entire St. Croix Sub, shooting throughout the seasons to bring you a unique perspective on this important, busy line. Starting at the Grand Crossing diamond in LaCrosse, WI, where BNSF crosses Canadian Pacific tracks, we follow intermodal, coal, grain, taconite, manifest, and other trains along the eastern banks of the Mississippi. Two Dash-9s make their maiden voyages in Heritage II paint; an original GP30 is seen working the local at Bay City; three GP20s head up a grain train; even BN's "Pulling for Freedom" locomotive is spotted — the volume and diversity is amazing!

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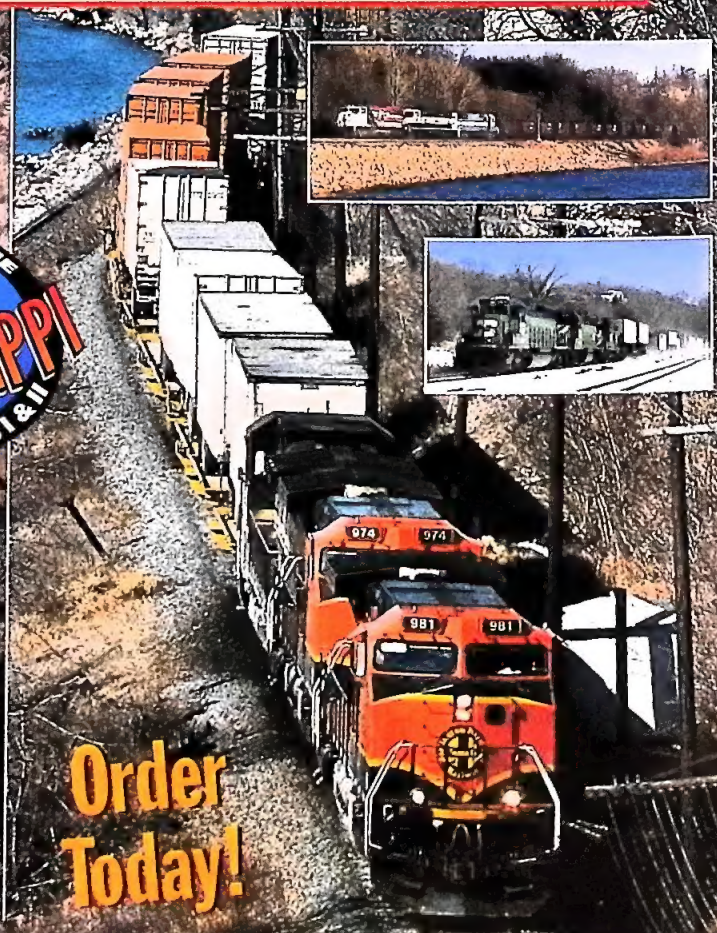

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